FEBRUARY 26, 1944

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Railway Age

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Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 116, No. 9.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered U. S. Patent Office.

Vol. 116 February 26, 1944 No. 9

PUBLISHED EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA 23, PA., WITH EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y. AND 105 W. ADAMS STREET, CHICAGO 3, ILL.

WASHINGTON 4, D. C.: 1081 NATIONAL PRESS BUILDING. CLEVELAND 13: TERMINAL TOWER SEATTLE 1: 1033 HENRY BUILDING. SAN FRANCISCO 4: 300 MONTGOMERY STREET, ROOMS 805-806. LOS ANGELES 14: 530 WEST 6th STREET.

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RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PAPERS (A. B. P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.).

SUBSCRIPTIONS, INCLUDING 52 REGULAR WEEKLY ISSUES, AND SPECIAL DAILY EDITIONS PUBLISHED FROM TIME TO TIME IN NEW YORK OR IN PLACES OTHER THAN NEW YORK, PAYABLE IN ADVANCE AND POSTAGE FREE. UNITED STATES, U. S. POSSESSIONS AND CANADA: 1 YEAR $6.00; 2 YEARS, $10.00; FOREIGN COUNTRIES, NOT INCLUDING DAILY EDITIONS: 1 YEAR, $8.00; 2 YEARS, $14.00. SINGLE COPIES, 25 CENTS EACH. H. E. McCANDLESS, CIRCULATION MANAGER, 30 CHURCH STREET, NEW YORK 7.

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★

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The Week at a Glance

WHY BUSINESS IS SUSPECT: Ask the man in the street what he thinks of big business—the railroads or any other large industry—and his reply, more often than not, will be distinctly negative. The principal reason for the currency of such views is not so much industry's actual misbehavior, but because it is *only the misdeeds and not the public benefits* which most history books record. A professional historian, Stanley Pargellis of Chicago's Newberry Library, in an article herein tells why it is that the histories are inculcating such a damaging and inaccurate opinion of industry's deportment. The cause is discovered—not in the historians whose purposes are usually beyond reproach—but in the inaccessability of corporate records to reputable scholars. These researchers' professional standards require them to work with original documents, and, so long as those available are almost exclusively from sources unfriendly to business—just so long will history fail to present a true picture of industry's public service.

●

Q FOLLOWS PRESCRIPTION: The course which Dr. Pargellis recommends for removing the primary source of contamination of public opinion toward business (i.e., a biased and inaccurate historical record) is being followed by the Burlington. R. E. Overton, that company's relief superintendent and himself an historian, reveals in a short article, following that of Dr. Pargellis, how his company has proceeded to make its corporate records available to competent scholars. The curative process will not be complete overnight. Diseases occasioned by unbalanced and unwholesome diet are not overcome so quickly—but a beginning must be made some time, and, as the old sun-dial inscriptions used to remind us, it may be "later than you think."

●

HAPPY, EFFICIENT HELP: It will be recognized by those familiar with the scientific personnel methods in use in most large-scale industry, that such technique has been accorded only limited application on the railroads—and yet labor relations on the railways are not markedly less harmonious than those of other industry. An editorial herein suggests that the reason for relatively successful labor relations on the railroads lies in the inherent attractiveness of most railway employment—this business has comparatively few of the dull, repetitive jobs which characterize mass-production manufacturing. An editorial herein raises the question—since railroading is naturally such interesting work, mightn't the carriers attain really superior labor relations if they would exert scientific effort to improve them as have the industries which offer less felicitous employment?

●

CIVIL LIBERTIES: In the news pages herein is evidence that there is at least one administrative officer in Washington who has read and means to abide by the provisions of our fundamental charter of liberties—specifically, in this case, that one setting forth the citizens' right of assembly. It appears in the O. D. T.'s latest appeal to convention-goers to postpone their excursions until the war is won. He lacks constitutional power to forbid such gatherings, says Joe Eastman, and, characteristically, he resorts to no legalistic subterfuges in an effort to cloak himself with the semblance of such power. Instead, with too rare candor, he rests his case on a plain statement of the facts as he sees them—convention travelers are in the way, and they should stay home unless they can shorten the war by holding a meeting.

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HIGH SPEED FREIGHT CARS: There is as yet no simple and inexpensive freight car truck suitable for speeds up to 100 m. p. h.—and such a truck is needed to enable the railroads to hold their own in post-war competition. K. F. Nystrom, in a paper herein, tells of the search for such a truck and reveals the difficult requirements which a satisfactory device must fulfill. To sneak a box car into a passenger train and conclude, if it reaches destination without wrecking the train, that a successful high-speed vehicle has been achieved is, in Mr. Nystrom's opinion, to dismiss the problem with undue haste. Such methodology does not reveal how close or how often the experimental car may have been to disaster, and further development based upon such unrefined data is reared on a foundation of doubtful solidity.

●

HAT IN HAND—AGAIN: Last year Congress gave to the Board of Investigation and Research $275,000 with which to *complete*—so the statute provides—the job it was hired to do, thus bringing to the still respectable total of $1,121,500 the sum it has received from the public funds. There may be a moral in the fact that, as the account in this week's news pages discloses, all of this board's expensive labors to date have brought forth not a single one of the reports it was called upon by statute to produce. Now it has just appeared again before a Senate appropriations subcommittee—this time with Julius Luhrsen's support on behalf of the brotherhoods—seeking another $178,000 with which to maintain its life for another six or seven months, and to permit it to perform the duties prescribed for it by law.

●

ROBBING RYS. OF LABOR: At what occupation can a skilled railroad man most effectively serve his country—doing a competent job of transporting war materials and personnel and essential civilian goods, or peeling spuds on k. p. in some Army camp? Selective Service seems to think that the latter occupation is the one to which duty and the national interest calls these men—but, then, Selective Service isn't the agency which comes to grief when a transportation shortage results from its myopic policy. Responsibility should accompany authority in any effective organization—and since Selective Service insists on using its authority as it is using it, it seems desirable that publicity should lay responsibility, also, on its door-step. The gravity of the manpower shortage is examined in the leading editorial herein, and in our news pages appear Retirement Board statistics on unfilled jobs.

HONORS FOR EASTMAN: In the midst of richly-merited felicitations for 25 years' distinguished service on the I. C. C., from all Americans who have witnessed his manly and professional virtues, Director Eastman of the O. D. T. has been pulled off the job by the doctors and directed to take a complete rest. More details in our news pages—of the tributes paid to this esteemed public servant at a Washington dinner last week, as well as the unwelcome report on his indisposition. A short editorial, also, presents some notes on his unmatched career. Get well quickly, Mr. Director; the public service never needed more than it does today the inspiring example of your devoted integrity and kindly good-humor! And take it a little easier when you get back on the job.

●

IN MAJOR LEAGUE STYLE: An article beginning on page 425 describes some of the problems that were encountered and overcome in the construction of double-track sections on the Pennsylvania's St. Louis line while operations involving as many as 80 trains a day were continued on the existing single track. One particularly touchy job of changing over from the old line to the new called for the assemblage of mechanical equipment and manpower on a generous scale, but with the result that service was interrupted only 2½ hrs. while a gap was closed where the two lines crossed.

●

COMING NEARER HOME: Not all the disapproval of a uniform freight classification is expressed, it appears, by what it was once fashionable (and still is in a few quarters) to call the vested interests, those entrenched industries and Tory capitalists so numerous in the North, according to certain politicians. As an article in our news pages discloses, the I. C. C. has been hearing of late from the South, too, now that its examiners have reduced uniformity to real figures, and some of the loudest hollering seems to come from localities where the benefits of exceptions and commodity rates have been long enjoyed—and promise to be long defended from the leveling influence of a suspect classification formula. Maybe Dixie likes the *status quo* in rate matters a little better than some of its politicians realize.

●

WANTS RAILROAD RADIO: Senator Wheeler is wondering if the Federal Communications Commission ought to do a little exploring of the possibilities of short-wave radio communication on the railroads, according to an article in our news pages. The idea that some tragic accidents might be prevented if radio were available on trains seems to be abroad, and is being assiduously propagated.

●

SENSE OR SOCIALISM?: A wasteful and imperative application of the competitive principle in transportation—a natural outcome of giving zealots the job of enforcing the anti-trust laws—just doesn't jibe with any theory of efficient public regulation—so Donald Conn has pointed out in a recent address, as reported in our news pages.

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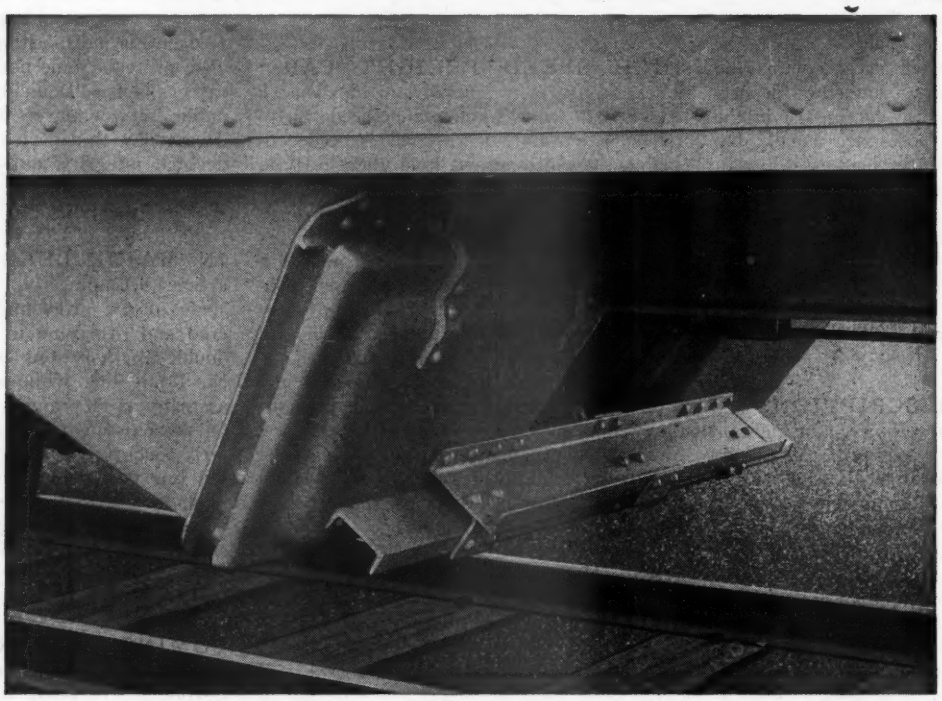

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RAILWAY AGE

Manpower the Principal Problem

The last month has been the toughest that the railways have had during the present war period, because in most of the country the effects of really severe winter have intensified all the difficulties with which they were previously struggling. The early part of the winter was unusually favorable for the railways, even periods of low temperature being accompanied by little snow and ice.

Low temperatures always reduce the efficiency of steam locomotives, especially of old locomotives; and there are more old locomotives now than ever before. Add ice and such heavy snow as has fallen recently, and operation on main lines, and especially switching in terminals, are hindered, even when there is enough manpower promptly to clean away snow. And there is not now enough manpower on railways for almost any purpose whatever.

Efficiency FOR VICTORY

Because of government restrictions, the danger of insufficient locomotives and cars first became the Number 1 war-time problem of the railways. Next, for the same reason, lack of rail became their Number 1 problem. And now, because of the continuing policy of drafting experienced employees, manpower has become their Number 1 problem.

The railroads cannot get enough employees to make needed repairs of the inadequate supply of locomotives and cars that they have; or to switch them into trains or promptly to move the trains after they are made up. They cannot get enough labor to do needed maintenance work on tracks and terminals. In short, whereas previously the railways' difficulty was that they could not get enough equipment and materials, now, since government restrictions on equipment and materials have been relaxed, their great difficulty is that they cannot get enough men to utilize available equipment and materials.

The government's previous policy of restricting equipment and materials was highly questionable; but the railways, with the cooperation of shippers, succeeded in carrying on in spite of it. The government's still continuing policy of drafting experienced railway employees is even more questionable, because the plain facts show that the utmost efforts of railways and shippers are proving insufficient to overcome its effects.

There has not been a week for eight months when shortages of almost every kind of freight cars have not been reported, the shortage of cars for handling grain in the northwest being merely the most acute and protracted. In spite of the continuing increase of traffic, it is doubtful if these chronic so-called "shortages of cars" would have developed if the railroads had been allowed to keep enough experienced manpower; and it is highly doubtful if they can be remedied or prevented from increasing by supplying more equipment and materials unless the draft boards quit raiding railway manpower.

Most work on railways requires special training and experience; and, as the recent accident record shows, both the safety and adequacy of railway service are being imperilled by the excessive draining away of experienced employees.

How to Have Happier and More Efficient Employees

"Personnel policy—such a thing cannot be said to exist on the railroads, as the term is understood in other industry." This statement was made, in private, recently—not by an unfriendly critic of the carriers, but by an alert and energetic staff officer high in the councils of one of the country's leading railroad systems.

In some localities and departments, this observer went on to say, the railroads will be found to be making full use of the most advanced and thoroughgoing techniques which the science of selecting, training, and dealing with industrial employees has developed—but the ratio of total employment which has the benefit of such skilled oversight is meager in the extreme.

Others have noted that the prevalence, on the whole, of healthy employee relations on the railroads arises from the uniquely interesting character of railroad work. The drab repetitive labor which dominates most mass-production industry is the exception on the railroads. A large proportion of railroad jobs involve continuing novelty, and call for exercise of individual ingenuity to a degree corresponding more nearly to that prevailing in the learned professions—an observation which could not be made of any other large-scale industry.

Consequently, relations between management and labor on the railroads—while periodically complicated by union leadership which, so far, has been slow to assume responsibility except for continual agitation to improve the short-run economic position of its membership—are, on the whole, at least as favorable as those of most other industry.

The question naturally arises—given the natural advantages which railroad work affords for satisfaction to those who do it—whether managerial efforts to employ the techniques of dealing with personnel which have proved their efficacy in other industries, might not yield in the case of the railroads, results which would place the industry far in the lead in the contentment and proficiency of its employees.

A railroad public relations officer, desirous of informing himself more fully on the subject of industrial relations principles, recently observed to a personnel executive of a large industry: "I don't see what there is so complex about this business of personnel relations. What is there to it except running this business the way we should like to have it run if we were in the ranks, and then letting the employees know that, in fact, that is the way we are running it.?"

The personnel executive conceded that this definition pretty well comprehended the problem (excepting that part which has to do with selecting the right men to hire), but he went on to explain that putting into effect the rather simple formula which describes the task, is a distinct profession, requiring on the part of its practitioners, not merely good intentions, but the mastery of an art which is far from elementary or easy.

Those with the imagination to picture to themselves how much improved the railroad industry could be—from the viewpoints alike of its employees, its owners, and its customers—if understanding could generally replace ignorance of the reasons for managerial decisions, will be glad to note that this is one of the important subjects under inquiry by a sub-committee of the Railroad Committee for the Study of Transportation. It is heartening, likewise, that there are chief executives who are taking a propitious interest in this subject—since, as with public relations, the attitude of top management is the source of all effective action in this domain; and the stream of specific accomplishment can in no case rise higher than this source.

Signal Replacements

Since the war began, a large part of the new signaling construction has consisted of centralized traffic control and similar facilities needed to increase track capacity. As shortages of basic materials ease, however, consideration may also effectively be given to the renewal of certain types of signals which have now given more than normal life.

In numerous territories, semaphore automatic signals have been in service 25 to 35 years or more, and in the ordinary course of events, would have been replaced between 1930 and 1940 if the depression had not limited the available funds. Recently these old mechanisms have been subjected to hard wear from the heavy traffic. The result is that, in spite of increased maintenance, these old signals are causing train stops and delays. Furthermore, in a few reported instances certain signals have had to be watched carefully to prevent the display of false-proceed aspects.

Another consideration is that in some areas the old automatic signals are not spaced far enough apart to provide for the increased stopping distances of heavy trains operating at war-time speeds. Such temporary expedients as overlapping the controls or changing the circuits to control two signals to the Approach aspect in approach to one indicating Stop, result in train delays and loss of track capacity.

These and other reasons suggest that the old semaphore automatic signals should in many places be replaced with new light signals as rapidly as such work can be done without interfering with the successful prosecution of the war. Adequate supplies of the basic materials for manufacture of signals can now be obtained. Factory facilities are available, and increasing numbers of trained men and women can be secured as the manufacture of munitions is gradually curtailed. A limiting factor at present is the scarcity of trained

signalmen for the installation of new apparatus. This fact suggests that maximum benefit in signaling performance can be secured now with a minimum of construction work by replacing the old semaphores with light signals, while other changes incident to a rehabilitation program are postponed until after the war.

"Wall Street" Fascistic?

There is a weekly program, called "Education for Freedom," being broadcast by the Mutual radio stations, which has as its theme the proposition that the schools are no longer teaching students to think, i.e., to discriminate between the true and the false in what they hear. Their intellects, it is contended, are being reduced to masses of "receptive gelatine," which is then exposed to "facts carefully selected for purposes of propaganda" in favor of the absolute collectivist State.

The speeches which Henry Wallace is making around the country, and the acceptance they are receiving among self-designated "intellectuals," render plausible such criticisms of the efficacy of the school system as now constituted to turn out graduates who can think. There appear to be multitudes of so-called "educated" people in this country who haven't the slightest comprehension of the elementary principles of reasoned discourse. They accept or reject propositions—not in accordance with their inherent accuracy or validity—but as they are related to skillfully-nurtured prejudices. "American fascists," said Mr. Wallace in his February 9 speech at Seattle, are "those who believe that Wall Street comes first and the country second," and the "gelatinized intellectuals" hail such gibberish as prophetic.

"Wall Street" is used by such people as an opprobrious epithet. In reality, Wall Street is only a centralized market for capital through which large-scale industry is financed by private investors, rather than by raids on the public treasury. Such a centralized capital market is indispensable to a free, large-scale enterprise economy—which is doubtless why Mr. Wallace would like to destroy it. Fascists are, of course, upholders of a political system whereby the State directs all economic life. Wallace's definition of "American fascists," therefore, when translated from his bombast into intelligible English, reads as follows: "Americans who are trying to establish State supremacy over all economic life are those who are unduly partial to a system of financing industry which short-cuts the State and relies entirely on private resources." Such a statement is an obvious absurdity; Satan would not so betray his own cause.

Neither is there any accuracy or honesty in Wallace's implication that those who favor "Wall Street" (i.e., private financing as opposed to socialism) are thereby subordinating the interests of "the country." "Wall Street" is an instrument which, properly used by the country, will work for its benefit. "Wall Street" stands in the same relation to "the country" as a mule does to the farmer who owns him. Nobody, perhaps excepting Henry Wallace, would try to tell a farmer that an occasionally-stubborn mule was his natural enemy, and ought to be shot.

A statesman who really loved the "common man" would seek to add to his dignity by awakening his latent power of independent reasoning, rather than perverting it by inciting prejudice through dishonest confusion of terms.

It remains a fact that those in this country who are most reckless in applying "fascism" to everything which isn't left-wing New-Dealism are themselves the principal adherents in this country of State absolutism (i.e., genuine fascism).

Eastman's Quarter Century

Joseph B. Eastman is being generally and appropriately felicitated by all who have had the opportunity to observe his professional conduct, upon his completion of twenty-five years' service on the Interstate Commerce Commission. All of us earnestly hope that his present indisposition may be of short duration.

A "prince of privilege" in his possession of more than one man's egalitarian share of most of the qualities which command admiration—Joe Eastman's primary trait is his faultless integrity, and that closely-kindred virtue, courage. He is swayed in his judgments as little as it is possible for humans to be, by considerations other than the logic of the facts, as he is able to understand them. Considered at the outset a "Liberal" of moderately pinkish leanings, he has lost that reputation somewhat in recent years since the term has been more and more appropriated by those who accept their opinions ready-made from a "party line," or from the pontifications of what Westbrook Pegler calls the "butcher's paper" periodicals.

Joe Eastman's thinking, while not infallible, is always his own, and when he reaches a conclusion he does not count noses to see whether it would be politic to reveal it. He has been made to suffer for his independence, but to so little effect in swerving him from his course that those who have thought thus to control him have long since given up such efforts in despair. He lets the chips fall where they may—but does not mingle bitterness with reproof; thus, he chides with an acceptance usually accorded only to approbation.

As characteristic as anything else about him is his remarkable ability to grow with experience—and we wish him many more years of it. His clear understanding of the impropriety of zealotry on an administrative tribunal (an insight which he did not always have), and his willingness to express himself thereon, make him a much-needed missionary in a swarm of bureaucratic neophytes, many of whom seem hardly even to suspect the existence of the virtues which have made Joe Eastman great.

How Public Opinion Is Poisoned

Standard works of reputable historians, who have had access to documents on industry's behavior only from enemies of business, tell public a biased story

By Stanley Pargellis

Librarian, Newberry Library, Chicago

THE outcome of the revolution of the 20th century is uncertain—the issues are not yet wholly understood. It has moved faster in some countries than in others, but, even where its effects have been disguised, the men who once ran and were responsible for the economy have lost their control, or some portion of it, to the state.

My point of view is that of the professional historian. The good historian believes in the orderly continuity of society, and in certain standards for human behavior, of keeping one's word, of honesty, and of fairness. As for his profession, mere accuracy in recording and arranging facts is not enough. He must do with the documents with which he works what a business man does every day with the letters that pass across his desk: ask exactly what a letter means, why it was written, how fair a statement of fact or how sound the argument in it is, what the background of it is, what is to be done with it. He cannot jump to conclusions about any of those points; he must try to know.

Historian Is Limited by Available Records

Historians are fallible, and are often prejudiced and wrong. But they are all taught what the top of their profession is, and most of them try to reach it. The qualities of being faithful to the documents, of telling the truth from them without bias, and of forming judgments in accordance with the best principles one knows, are qualities which the entire historical profession holds before itself. Some may well suspect that if American interpreters of business history are emulating those principles, they are not succeeding very well.

What is the judgment of American historians *today* upon American business? Let us start with a volume of documents. There is a book, by H. S. Commager of Columbia University, which has sold many scores of thousands, has been used in schools and colleges for ten years, is the favorite book of its kind among teachers. Called "Documents in American History," it purports to give the fundamental sources. It is said to be a larger and better-balanced collection than any predecessor. It has the famous papers, the great speeches, the key pronouncements of American diplomacy, the leading Supreme Court decisions, the important political platforms.

For the three-quarters of a century since the Civil War, years which mark the phenomenal industrial development of this country, it contains, besides other papers not germane to the subject, the Resolutions of the National Grange, the Preamble of the Constitution of the Knights of Labor, Henry George on the Single Tax, the Platform of the Populist party, Coxey's—of Coxey's army— program, Bryan's Cross of Gold speech, Theodore Roosevelt on the Trusts, the Social Creed of the Churches, the platforms of the Socialist and the Progressive parties in 1912, excerpts from the 1915 Pujo committee report on monopoly, Wilson on the New Freedom, the Preamble of the Industrial Workers of the World, LaFollette's platform of 1924, the leading decisions in industrial or labor matters since Munn v. Illinois, the various Acts of the New Deal—and *not one single document* which gives the attitudes, the arguments, the economic and political philosophy of business men.

These are the type of documents which college students read to get the flavor of the past. They read textbooks to get a connected story and an interpretation of facts. For the most part the text books, and there are many of them, agree upon one general interpretation. This is it: America once was a land of promises that men could enjoy the kind of living each wanted and was able to earn. In the 1870's and 1880's farmers and laborers pinned the responsibility for the failure of such promises upon the new titans of business. In the 1900's the progressives, with irrefutable proof, laid bare the enemy as the trusts. The Square Deal of Roosevelt I, the New Freedom of Wilson and the New Deal all invoked, in increasing ratio, the powers of government, and with the support of the majority of the population, took necessary steps to crush or restrain that enemy and to return America to Americans.

Industrial Leaders Portrayed as Sinister

Quotations could be multiplied from text books to prove the general statement that in many but not all such books the founders of modern industry are portrayed as sinister fellows—a taint from which their present-day successors are not free. Specialist studies, and highly-colored popular accounts like Josephson's "Robber Barons" or Allen's "Lords of Creation" pursue the same theme. Even a respectable magazine, a few years ago, carried a popular article that purported to be a historical account of a mid-western town, but was actually a venomous and sarcastic narrative which implied that railroads and packers took more out of Nebraska than they brought in, that they were responsible for the decay of Nebraska industry and agriculture, and that they supported organized vice and corrupt politics.

There are some text books, especially those written by economic historians, which tell the sober story of technological change and increase in thermodynamic efficiency, of production figures, wage scales, and the internal organization of a modern corporation. There is at least one text book which recognizes that a cross section of

This article is an adaptation of an address, entitled "The Judgment of History on American Business," presented before the Newcomen Society, Chicago.

business men is a cross section of humanity, and that business men themselves, in the formative days of American industry, had to operate within the limits of a wastefully competitive system which the best of them thoroughly disliked. There are some histories of business, and some studies of certain phases of business, which are accurately and impartially done; but the predominant tone is as I have indicated.

Contrary to a widespread modern opinion, the history of corporations is far from being dead and buried. It is a part, and a large part, of the living present. The fact that the history of corporations may be distorted has nothing to do with the influence it exerts; it only means that some one, ourselves or our children, will have to pay for the consequences of distortion. What men believe about the past influences their actions in the present. Men do not act only upon emotions and impulses which may be incited by a direct and persuasive appeal. They act also upon underlying and not always apparent assumptions and convictions. These assumptions and convictions, however imperfectly thought out and contradictory they may be, are both inherited from the past and reinforced by men's understanding and interpretation of the past. A company of Japanese soldiers who commit suicide on a battlefield do it not merely because they have been told awful tales about American cruelty and are afraid; they believe also that suicide under such circumstances does honor to their emperor, their ancestors, their country and themselves. One American soldier now and then might be and has been driven to suicide, but not a whole company. The American hasn't that kind of history behind him.

History's Mistakes Can Be Corrected

In order to find out why railroads and other large businesses, in spite of superior and economical service, still rest under a cloud of popular suspicion—*look at the history books*, textbooks especially.

Blame for biased reporting of industry's past—in the well-sustained opinion of this author—lies, not on the historians, but on the relative inaccessibility to scholars of corporate records which would reveal the whole truth; while plenty of documents from industry's detractors are easily available.

Dr. Pargellis tells how this erroneous and dangerous condition can be corrected—and his statement is followed by a report from the Burlington of its pursuit of the course he recommends.

What Historians Are Teaching About Business

Historians who write about the unfulfilled promises of American life are creating, or have already created, a conviction about American business in the minds of those who read their books, or come in some other way within the circle of their influence. The historians themselves, of course, possess that conviction, support it by documents, and reinforce it by logic and by art. Its ingredients might be summarized as four:

(1) Business today, as for the last 75 years, is guided by but one motive, which is not, save indirectly, the public welfare;

(2) Business exercises now, as it did then, a disproportionate and sinister influence on courts and government officials;

(3) Business is still wasteful, immoral, corrupt, vicious and scheming, and the common man needs protection against it;

(4) Business must therefore be compelled by political action to change its ways or it will stand, as it has always stood, in the path of the plain people.

A conviction is being formed in this country about business and needs to be bluntly described. By "conviction" I mean an attitude of mind which admits of no questioning, which is beyond any argument except one of ridicule or of fists. That person is moved by a conviction who, when asked "What do you really think about big business?", replies as a matter of course, "It stinks!" I would warrant that such reactions are more common than most of us believe or would like to believe. Conversations with all kinds of people—newspaper editors, novelists, school teachers, working men—conversations which a plain man may have but are denied the executive, confirm for me this suspicion.

There are instances in the past where convictions about men who exercised great power have resulted in a shifting of that power to other hands, either by constitutional means where those were available, or by force where they were not. Interesting and pertinent parallels can be drawn between the modern group of corporation managers and the feudal aristocracy of Europe, or the ranking officials of the medieval church, or the commercial princes of Venice, or the patrician class of ancient Rome. The members of each of these earlier groups had great economic power, were bound together by mutual loyalties and common interests, recognized a set of customs of their own which carried an almost legal sanction in their dealings with one another, and exercised a kind of jurisdiction, outside the sphere of law, over certain aspects of the lives of men who served them. These are likewise characteristics of modern managers.

How Leaders in Earlier Times Lost Out

Some of those groups were unaware of the nature or power of the convictions which people had about them; others, sensing those convictions, summoned every resource to correct them, deliberately accepted a larger degree of responsibility for the public welfare, and survived.

These remarks are not intended as a prophecy of doom. I merely point to the record of legislative enactments in recent years, and ask whether, at the return of peace, those enactments can reasonably be expected to come to an end if attitudes such as I have described continue to be politically expressed—if government continues to reflect the assumption that a business man, simply because he is a business man, is totally unconcerned with the national welfare.

For years business men have thought the effective and silencing answer to criticism was accomplishment. They have believed that the goods they turned out, delivered where needed, told their story for them. The achievement of business in this war would seem enough to clinch any argument. By itself, it does not clinch it. The myth about business men can be as strong as, if not stronger than, business' record in the war. Myth has often proved stronger than fact.

Historians who have painted an unflattering picture of American business cannot be dismissed as having no influence. Their words reach an incalculably large audience. They cannot be dismissed as intentionally unfair. What then is the answer? Why are well-trained and honest historians so grossly one-sided in their judgment? The answer is ridiculously simple: *These men have told their story as they have because that is the only story which the documents available to them let them tell.*

The papers of hundreds of farmer's granges are open

to the historian; he can dig up enough letters and statements of the Populists to write, as has been done, a full and convincing book; the arguments of the muckrakers are spread in scores of articles and books; the files of congressional investigating committees are heavy with information; the historian can read, and does, the "Congressional Record," and the debates in state legislatures; he can comb newspapers and journals for 75 years back, from all over the country, if necessary. But he cannot get into the records of a great corporation. They are not open for him to use.

True Story of Business Unavailable to Historians

If he should summon his courage—and it takes a good deal of courage—get an appointment with a responsible officer of a corporation, and ask permission to examine all the existing documents, the letters of presidents and treasurers, the board minutes, the reports, the daybooks, the ledgers, for some period in the past, he may confidently expect one of several replies. He may be told, as the kindest answer, that the company simply has no records as far back as that. Or the company doesn't know where the records are. They might be in a warehouse somewhere, but it would take days of searching to find them, and they would not be in convenient shape to use.

Or the historian, especially if he is a youngish fellow, may be told on the executive's authority that the documents contain nothing which would be of the slightest use to him, that if he wants a history of the company, he should read the booklet prepared by some employee which contains all essential facts. Whatever the answer he gets, the historian is apt to leave with his suspicion confirmed that the company has something to hide.

What, I wonder, has any company to hide, *even one with disreputable incidents in its past,* that can give rise to recorded history more unfavorable than that which I have painted? Such books set a limit. Anything less than they would be palliative, soft, and moderating words. The books now imply that every man who built or ran a large business was a Dan Drew or Jim Fisk. I don't believe it. For every Drew there were hundreds of reputable business men who scorned to follow his practices. I do not believe that in the fifty years between the Civil and the World wars, when the growth of corporations dominated the history of America as the frontier dominated the fifty years before the Civil War, the ablest men and the keenest minds in this country, who were found in business, should all have been corrupt, unprincipled and irresponsible.

Among railroad men all over the United States legends cluster about Jim Hill; few or none get into the histories. I don't believe that a ruthless titan inspired memories and devotions like that. I don't believe it, I say, but I cannot prove why.

Did Passes Control Press and Public?

Take the matter of free passes on the railroads. These are frequently cited in the history books as a device by which the press and pulpit were controlled. I have seen the requests for railroad passes made to a railroad president in the 1870's, and what he wrote and thought about them. He wasn't using a free pass as any weapon. He was compelled by the competition of other roads to grant passes, and every time he did it, it went against the grain. His own letters show him trying to avoid issuing passes to applicants without throwing business to a competitor. That interpretation, which takes the leer off the president's face, can be documented and proved.

Corporations should place confidence in historians—not necessarily in any man who calls himself a historian—but in those trained in a rigid school and adhering to the rules and standards of their profession. This is not a suggestion that corporations proceed to hire a historian to write up their histories. The good historian is not for sale, and any book written under such conditions would carry no more weight among reputable historians than a statement issued by any organization believed to be prejudiced. However accurate, however sound they may be, they issue from a source regarded as not disinterested and therefore are discounted even before they are read. A historian cannot be hired; if he is interested in corporation documents at all, it is because he wants to find out exactly what happened, and to write a book about it, a book which will enhance his own position and standing among his colleagues in the scholarly world. Like the reputation of a firm of auditors, or a good doctor, a historian's reputation depends upon his intellectual integrity and scrupulous impartiality.

I propose therefore, that corporation executives consider seriously making available to historians the documents in their possession which are no longer alive. That entails, on a firm's part, the assembling together of papers which are apt to be scattered and the depositing of them in, or the presenting of them outright, if no legal barrier prevents, to some institution where scholarly research is carried on. Such safeguards as are customary in all responsible libraries can be imposed, that no unqualified person is permitted access and that qualification, among other things, means the acceptance, by the librarian or department in charge, of a comprehensive plan of research. The essential point in such an arrangement is that the men who have the chief responsibility in determining qualification are men who will apply the normal and accepted standards of the historical profession itself.

This is the understanding under which one railroad has recently deposited its nineteenth century central office papers in the Newberry Library. That act has caused wide and favorable comment from historians all over the country, and has already, though research cannot be begun until the papers are classified and made ready, done something, I believe, to correct the impression that corporations are afraid to have a true history of their past written.

An Acute Present-Day Problem

What is the judgment of history upon American business? The answer is, that it is still before the court. Judgment has not yet been given. The evidence is not all in. If the final answer is to be a fair one, and have the kind of effect upon public opinion which undistorted answers eventually have, business itself must help make it, and in the spirit and through the agencies I have suggested.

Let me close with a quotation:

"The history of transportation has been a continuing battle against monopoly controls. From the Granger laws of the Eighteen-seventies to the present time the people of the South and the West have fought in state and federal legislatures and in the courts to harness the railroads to serve the public interest. The battle has been without permanent victory; financial interests, through court appeals, legislative rules of rate-making, corporate manipulations and conspiracies, have continued to exact their tolls. The early victories of the Sherman anti-Trust Act have not been vigorously followed up, and new restraints have appeared with the outlawing of the old.

"The financial exploitation of our railroads, which has placed an unbearable burden on the people, is without parallel in our American life. It is the source and center of the railroads' diffi-

culties and of many of the nation's ills. The plundering of the Erie, the New Haven, and other Eastern railroads has been equaled only by the looting of certain Western railroads, the greatest of which was the Milwaukee. How these plunderers could have escaped the consequences of their evil acts is incomprehensible. They or their successors rule the railroad empire today as they did in the heyday of their financial manipulations. They are even strengthening their grip. So I say to you that the people's battle has not been won, that the battle is on, and that it will never cease until these evils are uprooted altogether."

That quotation reads as if it came right out of one of the history books of which I have spoken—but it didn't. These words were uttered by Vice-President Wallace in his recent address at Dallas. There is evidently conviction behind them; and, what is more, their utterance by him suggests a belief that many other Americans hold similar convictions. When such generalizations about a great industry—all negative in that they ascribe no virtues whatever—are made from the hustings by a man of great prominence and wide reputation for sincerity, it appears to me that the subject I have discussed is one of immediate practical importance.

All this can be remedied by business, and by no one else. An adverse judgment should not be allowed to go by default. But the hour is growing late.

Scholars Get Access to Burlington Records

By R. C. Overton*

IN July, 1936, the Burlington inaugurated a policy of making its historical records available to qualified scholars by depositing, in the Baker Library at the Harvard Graduate School of Business Administration, all the records that could be found (some six tons in bulk) pertaining to the sale and colonization of its land grants in Iowa and Nebraska; a few years later similar material for the Hannibal & St. Joseph was added to this collection, thereby making it the most complete of its kind in the United States. In April, 1943, this program of deposit was broadened when the company decided to place in the Newberry Library at Chicago some ten tons of general office files for the years 1850-1887. This vast amount of material includes the correspondence of the men who founded, built, and directed the road in its early years, records relating to every phase of the company's activities, and many items of local and biographical interest.

Records Unusually Complete

As summarized by President Ralph Budd on the occasion of this latest deposit, the Burlington has followed this policy because "we believe that these records will provide enlightening and, in many instances, new commentaries on the economic beginnings of the country, as well as on the social customs, the level of technological knowledge, and the business strategy of those early days." Thus, for the first time on a large scale, students of the West and particularly of its economic and social growth, have had and will have an opportunity to reconstruct and interpret the policies and practices of the past that have determined the development of a major railway system and the territory that it serves. One full-length volume, based on the land grant materials and written at Harvard, has already been published;† others are in various stages of progress.‡

Since the Burlington has never undergone reorganization, its records are exceptionally complete and have unusual continuity. From the standpoint of the historian, they offer a fruitful field of study. The company's first link, put into operation on September 2, 1850, was the second railroad to serve Chicago. Pushing steadily westward, the road reached the Mississippi in 1854, and the Missouri River at St. Joseph in 1859, and at Omaha in 1870. It entered Denver in 1882, the Twin Cities in 1886, and Billings, Montana, in 1894. As the rails advanced, the Burlington not only brought the first effective means of transportation to much of this region, but also took an active part in its settlement. Although, as indicated above, one book has already appeared, based on the colonization records, the papers at Harvard still contain much unworked material concerning immigration, genealogy, agricultural experiments, and the like.

As a "Granger road," the Burlington participated in the intensive development of the principal corn and wheat-growing areas of the nation. It brought in new crops (such as alfalfa); encouraged scientific farming, reforestation, and improved cattle breeding; and worked out new methods for the transportation of livestock and perishable traffic. The road was an important factor in the rate-making and regulatory developments of the time, and played its part in the mergers and "grand strategy" typical of the early days. In the realm of finance, the company received its original backing in Boston and thus typified the early migration of eastern capital to the West; its unusually complete records reveal the consistently conservative "New England" policies that have enabled it to survive depressions, disasters, and wars without a default. In the field of technological development, the Burlington was an early user of steel rails and vestibule cars, among other things, and conducted the famous Westinghouse brake tests in 1886 that led to the perfection of the modern air brake.

Other Facilities for Scholars

These developments, to mention only a few, are amply documented in the records now being made accessible in the Newberry Library. In addition, the company makes available to qualified research men, at its secretary's office in Chicago, the original manuscript corporate records of the early companies (some 215 in number) which now form part of the unified 11,000-mile system, as well as printed reports and such early statistical and mechanical information as can be obtained.

Because of the current manpower shortage, the historical and archival activities of the Burlington have of course been subordinated to the necessities of the war. When peace returns, however, the company expects to continue its program in an effort to facilitate a series of studies revealing not only the development of this particular railroad, but also the growth of the territory it serves.

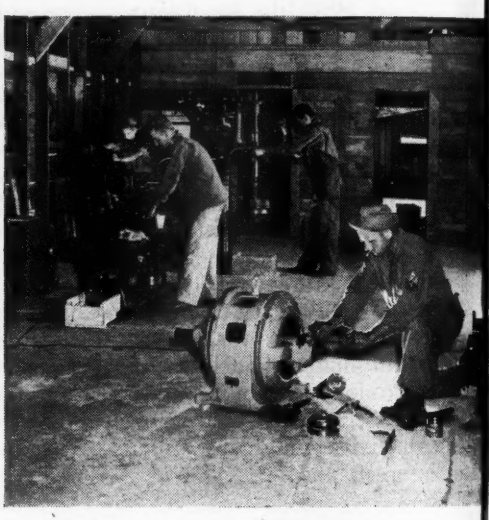
* Superintendent, Relief Department, C. B. & Q.

† "Burlington West—a Colonization History of the Burlington Railroad," by R. C. Overton, Harvard University Press, 1941.

‡ A study of the Hannibal & St. Joseph by Howard Bennett, Harvard; a study of the Chicago, Burlington & Northern by John Hobart. Both Messrs. Bennett and Hobart are now serving in the Navy.

In New Caledonia

(Top Left) — Playing a major part in transportation in the South Pacific, this narrow-gage railroad is kept running by an Army railroad operating company. Pfc. Robert Wise, engineer, and Pfc. Valdonere Oseda, brakeman, oiling an engine. (Top Right)—Soldier gang at work making repairs to a bridge. (Below)—Pfc. Charles Mills, guiding a log through the circular saw which cuts it into ties.



(Left)—Another view of the saw mill—Cutting logs to length for ties to be used on the narrow-gage railroad. Left to right in the picture are: Pfc. Charles Mills, Pfc. Adolph L. Gautier, Pvt. Edward G. Ousten, Pvt. Ray Schwarz, Pfc. Robert McClosky and Pvt. Horatil A. Mittenberger. (Right middle)—T/4M William I. Kimzey is in the foreground salvaging a Jap motor in the army railroad shop. Other men are: T/4 Albert K. Rose, Cpl. Joe Zenche, Pvt. E. Martin.

(Above)—T/5 Joseph Kartye controls the power plant of the saw mill built by his outfit. (Left)—Army car repair shop, where is being built a complete car to be used on the narrow-gage railway. Left to right: T/5 Melvin S. Arrington, T/5 Robert F. Drager, T/4 Frank Hilma and T/5 Patsey Maggie.

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U. S. Signal Corps Photos

High-Speed Freight-Car Truck*

Discussion of the fundamental factors governing car ride based on C. M. St. P. & P. tests

By K. F. Nystrom,*

Mechanical Assistant to Chief Operating Officer, Chicago, Milwaukee, St. Paul & Pacific

THE war has caused some strange conditions with which car department officers and supervisors are confronted. We are loading cars heavier and operating trains faster with greater tonnage, thus causing more work and heavier repairs than in the past. Parts are failing which under ordinary service in the past gave satisfactory service. In addition, there is such a variety of special loads to be handled. As a whole, the car departments of American railroads, including Canada and Mexico, have functioned remarkably well and maintained a high standard of maintenance in spite of the severe shortage of manpower. The public and the government is showering us with praise which I am afraid will lull us into a state of complacency if we do not take time out to appraise the present and future situation and requirements. There is a great multitude of problems which will have to be solved as far as rolling stock is concerned if we are going to compete with other forms of transportation such as the private automobile, highway truck, buses and airplanes.

In my mind one of the outstanding problems which will have to be solved is an overall speeding up of freight movements. There are many cities on this continent which demand overnight and door-to-door service and it will be necessary to run freight trains in the future at a speed which only a few years ago was considered a fast passenger car schedule. The stark facts are that we are not prepared at this time to run freight trains, say up to 100 miles per hour, as there is no suitable freight car truck so far developed. The Milwaukee, during the past decade, has experimented with and tested more than a dozen different types of passenger and freight car trucks and, although we have been unable to solve the problem of producing a practical inexpensive lightweight and safe truck, we have determined some fundamental principles which must be satisfied in order to procure a freight car truck as outlined above.

Ride-Recording Instruments Essential

The first fact discovered from truck riding tests was that the human body can not judge riding conditions and least of all is it able to record the results. The human being is able to compare one car with another only if they are in the same train and then the impressions were of questionable value. We found that recording instruments are necessary so that the riding qualities of these trucks can be compared one with the other at a later date.

Car body amplitudes of movement must be considered separately from accelerations or shocks, since, for example, a car body may have considerable vertical or lateral motion, but at a low frequency, and at the same time the accelerations may be quite low. By the same token, a car body or locomotive may be riding quite smoothly, but, at the same time, have shocks high enough that the instantaneous weight may be three to four times the normal value. The same facts hold true of the wheels, axles and other unsprung parts of the truck. They may appear to be stable and have little if any vertical movement, but, at the same time, their instantaneous weights may be as high as seven times their normal values.

Comparative Behavior of Old and New Cars

An observer can get the wrong impression of the riding qualities of two cars by watching a modern high-speed car being switched on to a train against an old-style low-spring-deflection car. The modern car, after the impact, will vibrate with a large amplitude sometimes as much as 1½ in., but at a low frequency, possibly 50 cycles a minute, while the older car will have much smaller amplitudes but much higher frequency, in the neighborhood of 125 cycles a minute. The casual observer would predict that these two cars would operate at high speeds in this same relation, but the exact opposite is the fact.

The modern car will go through its harmonic frequency, that is the frequency of the blows from the rail joints will correspond with the natural frequency of the springs, below 20 m.p.h. while in the older car this will happen at a speed of about 50 m.p.h.

It is a fundamental fact that the highest acceleration and highest amplitude will prevail in the car body when the truck springs are in harmonics so one of the fundamental principles of the truck design is that the natural frequency of the springing system should be made as low as possible, while at the same time maintaining car body stability and keeping the coupler vertical travel within reasonable limits.

One of the greatest problems of high-speed freight-car truck design is to meet this one requirement because of the great difference between the weight of a loaded car and that of an empty car. Practical considerations set this vertical coupler at 2 in.; hence the load capacity of the car divided by maximum coupler travel allowed sets the spring rate of the truck springs. The natural frequency of any spring is determined by:

$$f = \frac{1}{2\pi}\sqrt{\frac{386}{defl.}}$$

in which f equals the frequency in cycles per second, and *defl.* equals the deflection in inches.

It is evident that the lightweight of high-speed freight

* Paper submitted by request for inclusion in the 1943 Year Book of the Car Department Officers' Association. Mr. Nystrom is a past president of the association.

cars must be raised or the capacity must be lowered in order to get the harmonics of the spring system down to reasonable values.

Ratio of Loaded to Light Car Weight

Our experience has shown that the ratio between the light car and loaded car must not be much over two if the car is to be operated at speeds as high as 100 miles an hour.

Another fundamental fact we have determined is that, with two trucks of identical design, the riding qualities will be a function of the spring rate, that is the amount of load required to deflect the springs 1 in. The lower the spring rate, the better the car will ride. Of course, if this is carried too far, a state of extreme unstability at harmonics or resonance will be reached. Some method of auxiliary control must be used to carry the car safely through its resonance period, such as hydraulic shock absorbers, levelator bars, etc.

High-speed passenger cars have spring rates of such proportions that it is necessary to use these devices although the high spring rates that would be required in high-speed freight or express cars will not require any of these control devices.

We have also determined that the wheelbase of the truck has no function in either the vertical or lateral ride. We have tested four-wheel trucks with wheel bases varying from 5 ft. to 11 ft. at speeds as high as 105 m.p.h. and found no fundamental difference in their riding qualities, both vertical and lateral. There is, of course, some lower limit that you must not exceed on account of the tracking characteristics of the truck, but this lower value cannot be attained and get brakes, bolster springs and other equipment between the wheels. What this lower limit is we do not know, but we are certain that it is below 5 ft. 6 in. which seems to be the minimum wheelbase that can be attained.

With the same overall spring rates we have found that two spring systems, namely bolster and equalizer, will give a better ride than a single spring system. This seems to be due to the fact that one set of springs will dampen out the violent vibrations of the other while one is in harmonics. The spring systems, of course, are designed so that they will not both reach harmonics at the same speed. The spring deflection of one should not be more than one-half the spring deflection of the other. Of course, the fundamental drawback of two spring systems is that it increases the weight, cost, number of parts and also increases the wheel base of the truck.

We have further determined that lateral freedom other than that obtained in friction bearings should be used at speeds above 70 m.p.h. even on freight cars.

Lateral Control Devices Not Yet Satisfactory

We have not yet been able to develop a satisfactory lateral device even for high-speed passenger cars. Swing hangers as they are now employed on high speed cars leave a great deal to be desired. They can be designed to give a good lateral ride at certain speeds and certain track conditions, but as the speed changes from this value they allow the car body to swing as a pendulum, and also allow one car to influence another. We have assured ourselves that the distance from the center of gravity of the car to each truck should be the same, and of such value that the product of these distances should equal the radius of gyration squared. This value cannot be obtained on a freight car because it places the truck so far under the body that it could not negotiate heavy curvature track such as prevails on industrial sidings but it can be closely approximated on passenger cars.

We have found that it is important on passenger cars that the distance of the center of gravity from each truck should be the same even if their product cannot be made equal to the square of the radius of gyration. This condition is noticed in diners and rear-end cars where the distance of the center of gravity to each truck is not the same. It is a well-known fact that these cars do not ride as well as coaches, parlor cars and other well-balanced cars. The truck on the light end of these cars should be moved toward the center of gravity while the truck under the heavy end should be moved toward the end of the car or away from the center of gravity.

Wheel Conditions Must Be Closely Controlled

It is an important requirement that wheels under high-speed equipment be kept concentric within .010 in. Their treads must be smooth and fairly close to the original taper. This does not mean that a wheel has to be the original 1 in 20 taper or that it cannot be run with considerable wear, but it does mean that the tread must not be allowed to develop local sharp tapers. The biggest factor in producing wheel shimmy is what the carman calls a second flange—a short sharp taper close to the throat of the main flange. Under high-speed equipment, this second flange can cause wheel shimmying if as high as $\frac{1}{16}$ in. We have had cars with decided wheel shimmy when the second shoulder could be discovered only by feeling, that is, it was not perceptible to the eye while the wheel was in the truck.

We have not been able to develop a truck design that will produce a suitable ride with wheels in this condition. The only way we have found to correct this condition is by returning the wheel to its original tread by turning or grinding. With any plans of high-speed operation there must be provision made for adequately maintaining the wheels in a high standard of perfection.

As the speed of freight or passenger trains goes up, the braking requirements increase rapidly, and any plans for high-speed operation, either freight or passenger, must include comprehensive braking improvements. Train-line pressures must be raised sharply because the brake propagation rate varies with the train-line pressures carried.

85 m.p.h. Divides Low from High Speeds

The demarcation line between low- and high-speed train operation is 85 m.p.h. and not 60 m.p.h. as is the common belief. Many trucks that give a fairly good account of themselves at 80 m.p.h. and lower are entirely unsuited for speeds above 85 m.p.h. We have tested trucks in which the shocks or accelerations doubled when the speed was increased from 80 to 90 m.p.h. The amplitudes at 80 m.p.h. were entirely satisfactory but as the speed increased to 90 m.p.h. the car body became unstable and dangerous to operate. In the development of high-speed trucks, the tests must be run at speeds above their estimated operating level.

Sneaking box cars in an ordinary passenger train and hoping that they get to their destination does not constitute high-speed truck development. These trains rarely attain speeds above 75 m.p.h., consequently do not pass through the critical speed. After the box car has made several such trips, and has not wrecked the train, the natural thing is to assume that you have a successful high-speed truck because it has survived two or three trips in a passenger train. The cars on these trips are not under observation and nobody knows how close to

disaster they may have been several times. Any truck developed in this way is an insecure foundation upon which to build high-speed operations.

Four-Wheel Truck Generally Preferable

We have proved that, with equal spring rates and maintenance, a six-wheel truck will give a slightly better ride both vertically and laterally than a four-wheel truck, but the gain in riding qualities is far overshadowed by the increased weight, first cost, and maintenance cost. The braking qualities on a six-wheel truck also are slightly better than on a four-wheel truck.

A high-speed truck must be so designed that it does not lose its good riding qualities when the parts become slightly worn. Little is accomplished in designing and building a good-riding truck if it loses all these superior qualities with a little wear, which develops rapidly in any high-speed piece of equipment. Adjustments for wear and other operating conditions must be made as simple as possible so the yard forces can keep the truck at a high standard of maintenance.

In passenger trucks we found that the overall-riding qualities would be better if we sacrificed some of the supersensitiveness of the truck when new. We eliminated all of the friction and sliding surfaces at some slight sacrifice of riding qualities when new in order to hold the truck to as nearly as possible a constant good-riding condition.

In passenger car trucks, we changed from elliptic to coil bolster springs so we could more nearly keep a constant riding condition. The elliptic bolster springs, when new and well oiled and graphited will give as good a ride as the coil springs provided they have the same spring deflection. Some friction or damping is of value to control the spring system through its harmonic period, but too much is harmful especially at high speeds.

Elliptic springs soon develop friction due to corrosion far beyond damping requirements, and this excessive friction over minimum damping requirements detracts from the excellent riding properties of the truck. The coil springs remain constant over their entire life.

The introducing of coil bolster springs entirely changes the duty and purpose of the swing hangers. With an elliptic spring truck, the lateral motion is provided by the swing hangers and the slight motion that the elliptic springs allow between the spring plank and the bolster tends to dampen out the pendulum motion of the swing hangers. In trucks equipped with coil bolster springs, the coil springs perform the same duty as the swing hangers in the elliptic spring truck so the only duty left for the swing hangers to perform is a slight counter swinging to dampen out harmonic latitudinal motion of the large bolster coil spring.

Swing Hangers

We still use the same swing hangers on coil-bolster-spring trucks as on elliptic-spring trucks simply because we have not had time to develop a set of swing hangers that will work harmoniously with coil-bolster springs.

Frequent references have been made to development and experience we have attained in connection with passenger trucks. These were made for only one purpose, namely, to try to unfold the problems and difficulties surrounding the development of a safe, practical, light-weight and inexpensive high-speed freight car truck. Positive statements have been made as to conclusions reached. From experience, we know positively that if new conditions are set up, the fundamentals found under one condition may change entirely and new bases have to be provided. It is hoped that this discussion will be a challenge to designers and car men to develop a satisfactory high-speed freight car truck.

Principles of Rate Regulation in Doubt

Once again the Supreme Court, in its decision of the Hope Natural Gas Co. case [*Railway Age,* January 15, page 211], has excited the hopes of those who wish to change the "law of the land" on the valuation of public service corporations for rate-making purposes. It sustained a "valuation" placed upon the company's properties by the Federal Power Commission based on the "prudent investment" theory against the company's contention that reproduction cost should have given weight. The decision was reached by a 5 to 3 vote, Justices Jackson, Frankfurter and Reed dissenting and Justice Douglas speaking for the majority.

Analysis of the majority opinion indicates that while it adheres to the letter of the law of the land, it circumvents its spirit.

Since Smyth vs. Ames, almost fifty years ago, the Court has consistently adhered to three main principles concerning valuation for rate-making. It has declared that original cost is not necessarily value, that reproduction cost is not necessarily value, but that the value must be present value at the time of inquiry into rates.

In the Minnesota rate case of over thirty years ago, Justice Hughes stated definitely that the property devoted to public use remains in private ownership and that it is the property and not its original costs of which the owner may not be deprived. In the famous O'Fallon case of sixteen years ago the Court rejected the Interstate Commerce Commission's valuation because the Commission had on its own admission virtually excluded reproduction cost from consideration. And in the Southwestern Bell Telephone Co. case of twenty-two years ago, it rejected the doctrine of "prudent investment" as then proposed by the late Justice Brandeis.

Mr. Justice Douglas's dictum in the Hope Gas Co. case:—"It is not theory but the impact of the rate order which counts. If the total effect of the rate order cannot be said to be unjust and unreasonable, judicial inquiry under the (Natural Gas) Act is at an end"—can be read to conform to the above principles. At all events it does not formally change the law of the land.

But Mr. Justice Jackson, dissenting, pointed out that while the majority approved the Commission's order as reasonable he did not see what made it so nor what could make it otherwise. In brief, he did not know by what standards the impact of the order was judged, for the majority did not reveal them.

The fact seems to be that the impact of the order, which was admittedly made on the prudent investment theory, is found to be just and reasonable—but the theory itself is left where it has been for half a century.

If this is not tantamount to putting all regulatory commissions upon notice that their rate orders, however based or arrived at, will be left untouched by the Supreme Court unless that Court finds their impact unreasonable, with a clear hint that they will have to be pretty bad before they are so found, it is hard to see what it does mean.

In any event, the Court's decision seems to open a wider detour around the "law of the land." That detour appears to lead over roads where regulatory commissions may shift the guide posts at their whim and discretion.

At the beginning of its life the now discredited War Labor Board proposed to operate without fixed standards or principles. Considering the experience of that agency, it is amazing that the Supreme Court chooses to follow a similar procedure.

—*From the Wall Street Journal*

Locomotive Transfer Cars

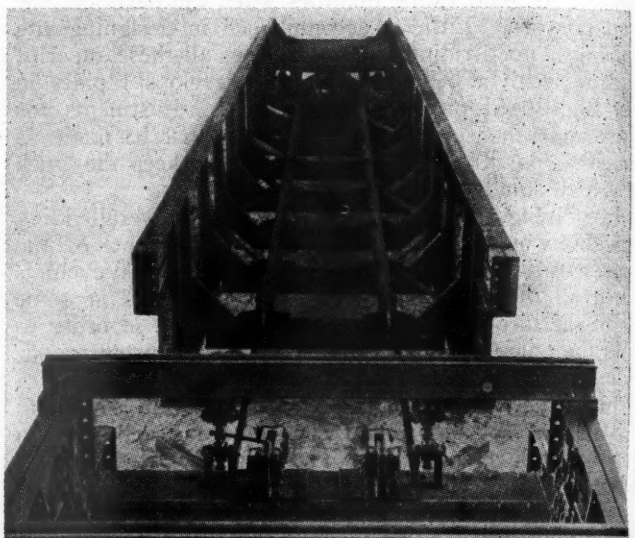
THREE special cars have been constructed by the American Car and Foundry Company for the use of the U. S. Army Transportation Corps in moving narrow-gauge locomotives over standard gauge track. The general construction of the cars provides a depressed center portion on which longitudinal rails are secured to transverse channel members that carry the load to girder-type side sills. Rail clips can be positioned so that the rails are spaced for either meter or 42-in. track gauge. The center portion of the car has no flooring, transverse members forming an open floor structure which is strongly braced diagonally with angles and gussets.

No center sills are employed, all vertical and end loads are carried on the girder-type side sills which are built up of plates and rolled angles. The side sills are of fish-belly construction with web plates used in the end sections and an open structure of posts and braces in the central, full-depth portion except for the center panel which also has a web plate.

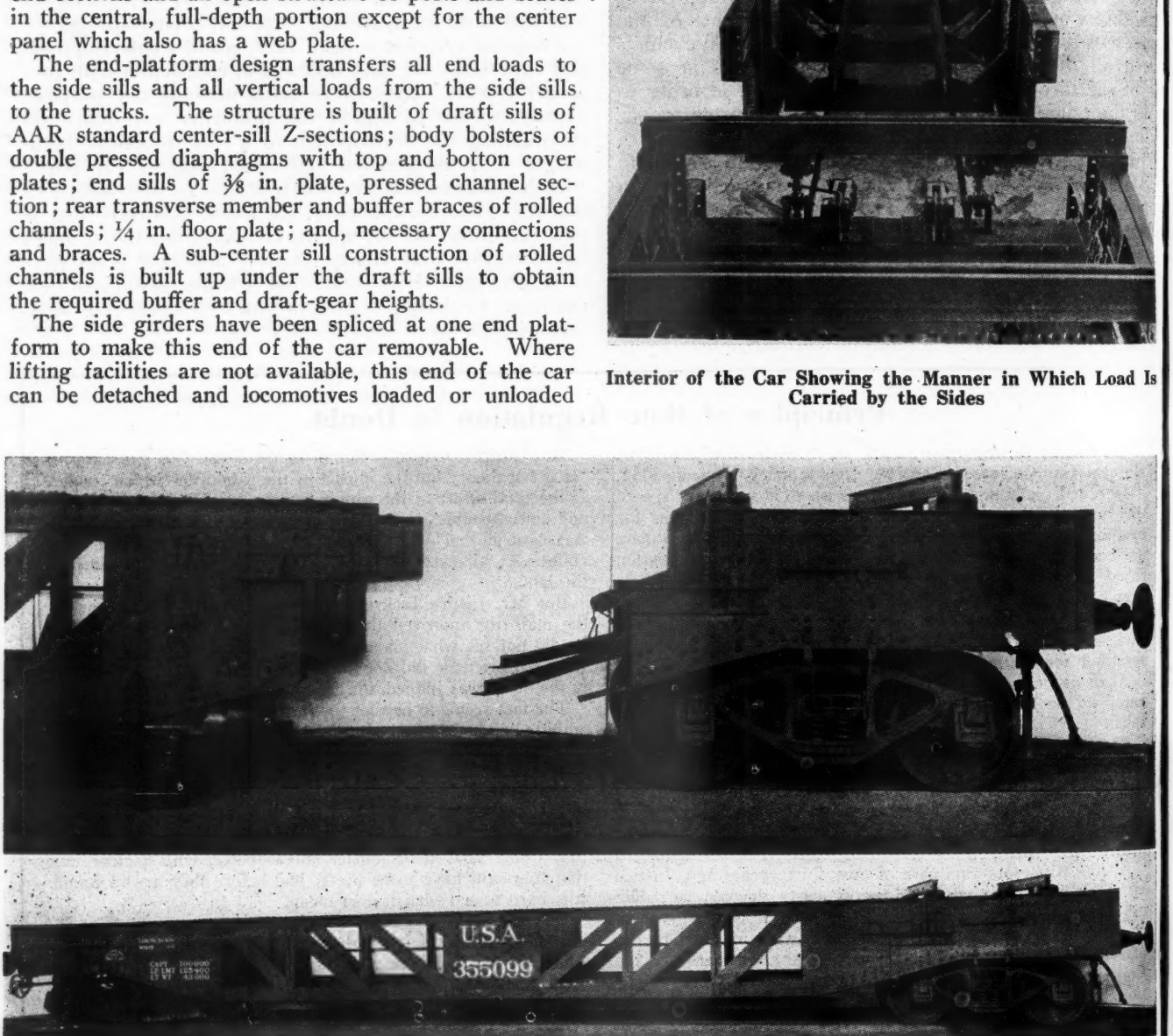
The end-platform design transfers all end loads to the side sills and all vertical loads from the side sills to the trucks. The structure is built of draft sills of AAR standard center-sill Z-sections; body bolsters of double pressed diaphragms with top and botton cover plates; end sills of ⅜ in. plate, pressed channel section; rear transverse member and buffer braces of rolled channels; ¼ in. floor plate; and, necessary connections and braces. A sub-center sill construction of rolled channels is built up under the draft sills to obtain the required buffer and draft-gear heights.

The side girders have been spliced at one end platform to make this end of the car removable. Where lifting facilities are not available, this end of the car can be detached and locomotives loaded or unloaded by means of suitable rail connections to the rails in the car. To do this the car is jacked and blocked up back of the splice toward the center of the car, the connection bolts are removed and the detachable end moved away from the rest of the car. A stabilizing device is provided for the removable end which anchors the end structure to the axles. Double screw couplings permit adjustments to help in detaching and re-attaching the end.

The cars are equipped with draft and coupling appliances suitable for operation over foreign roads. The trucks are light-weight, 50-ton capacity types with cast-steel side frames and bolsters and chilled-iron wheels.



Interior of the Car Showing the Manner in Which Load Is Carried by the Sides



Above: One End of the Car Is Removable to Permit Unloading Locomotives at Points Where Lifting Facilities Are Not Available—The Locomotives Are Run Off of the Car on Tracks Which Are a Part of the Equipment—Below: The Cars Have No Center Sills and Weight Is Carried by Side Girders

Improvements on the Pennsylvania Expedite War Traffic

New double-track on St. Louis line required heavy grading and was built to high standards—Second-track work was done without interfering with heavy traffic

PART II*

THE new eight-mile section of double track on the St. Louis division of the Pennsylvania, between Marty and Stubblefield, Ill. (three miles west of Greenville, Ill.), required heavy grading and was built to high standards. As mentioned in Part I, the new line reduced the distance, as compared with the old single-track line, by one mile. In addition, the maximum curvature was reduced from 3 deg. 13 min. to 1 deg., and total curvature was reduced from 443 deg. 18 min. to 49 deg. 28 min. The old line had a maximum grade eastbound of 1.06 per cent and westbound of 0.85 per cent, while the new line has a maximum grade of 0.5 per cent in both directions. The old single-track line followed a route which, in general, could be described as an elongated letter S, while the new double-track line cuts straight through, crossing over the old main line at about the middle of the S. Because the difference in elevation at this point was not enough to provide clearance for trains, construction was carried out separately from the connections at both ends toward this central point, where a gap for the old main line was left in the new fill.

Grading Work

The grading work, amounting to a total of 820,000 cu. yd., was all earth excavation, consisting principally of red clay which was used for embankment construction. This material was placed in layers of not more than eight inches and was compacted by sheepsfoot rollers.

The grading was based on 14-ft. track centers, with 14-ft. shoulders, or a total crown width on embankments of 42 ft. The cuts have a base of 50 ft., including allowance of 4 ft. for ditches on each side. The side slopes of both cuts and fills are 1⅝ to 1. The maximum cut on the center line was 52 ft. and the maximum fill was 45 ft. The grading work was begun in September, 1942, and completed in September, 1943. Four double-track bridges were constructed on this line; including 13 double-track spans of 41-ft. deck plate girders over Big Shoal Creek; seven double-track spans of 41 ft. deck plate girders over Little Shoal Creek; one double-track span of 41-ft. deck plate girders over a public highway and a double-track span over Academy street in Pocahontas, Ill. This latter bridge is constructed of 40-ft. I-beams encased in concrete. All of the deck plate girder spans are salvaged girders which were strengthened by cutting off the ends and were refabricated by welding. The rating of these spans is approximately equivalent to Coopers E-76 for the locomotives now in use. The girder spans carry concrete slab decks 41 ft. long and about 12 in. thick. The Shoal Creek spans rest on concrete abutments and piers founded on piling and the bridges over the public highway and Academy street have concrete abutments on piling.

In addition, two overhead highway bridges were built, each 125 ft. long, with a 24-ft. roadway and 2-ft. walks on each side. These bridges consist of three spans of reinforced concrete beams poured monolithically with the floor, supported on concrete abutments and two intermediate piers. The new double-track line has only two highway grade crossings, as compared to six on the old line.

Track laying was started on June 16, 1943. This work was begun as soon as the grading neared completion, and was carried on from both ends of the new line. On the east end, all ties were trucked to the new sub-grade. The rails were trucked for the first track; however, for the second track, they were unloaded from cars by a caterpillar crane, working on the shoulder. On the west end, the ties were trucked to the sub-grade, and the rail was unloaded by a locomotive crane, which towed a carload of rails and unloaded and laid the rails ahead.

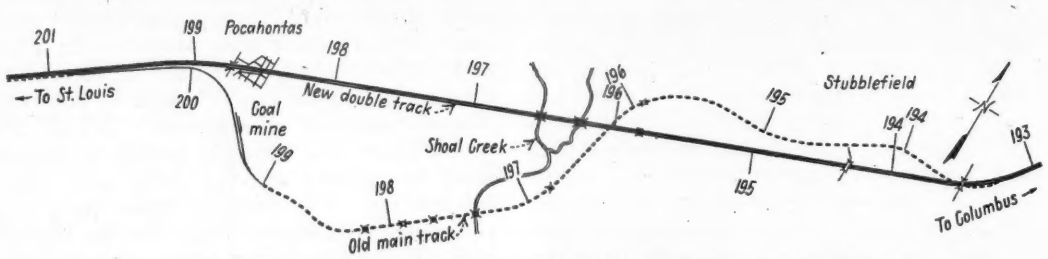
* Part I of this article appeared in the *Railway Age* of February 19.

The Little Shoal Creek Bridge Is Typical of All the Deck Plate Girder Spans on the New Double-Track Line

Laying the Track

The track is laid with new 131-lb. controlled-cooled rails on 24 ties per 39-ft. panel. The rails are connected with 6-hole 36-in. symmetrical joint bars of a controlled bearing design. The tie plates are flat-bottom, double-shoulder plates 7½-in. by 14¾-in. area, 1 3/16-in. thick and have a cant of 1 in 40. They are punched for four rail spikes and four hold-down spikes. The rail is spiked with two rail spikes and two hold-down spikes per

Fills on the New Double-Track Were Constructed with a Crown of 42 Ft. and Side Slopes of 1⅝ to 1



Plan Showing Location of Old Main Line and New Double Track

tie plate on tangents and with two rail spikes and three hold-down spikes per tie plate on curves. Sixteen rail anchors per 39-ft. panel, or eight per rail length, were applied. The track was ballasted on one foot of washed sand for sub-ballast and then given a 12-in. raise on washed and screened gravel ballast. The initial raises were shovel-tamped and the final raise was power tampered.

Putting the Line in Service

Putting the new line in service presented an interesting problem, because of the density of traffic involved, and because the gap left for the old main line could not be bridged until service was discontinued on that line. The new fill on each side of the gap was constructed for tracks on 30-ft. centers, tapering back to 14-ft. centers in each direction.

This later permitted the permanent fill to be placed between the temporary bridges without disturbing operations after the new line was in service.

Preliminary to putting the old line out of service, frame bents were built to support temporary girder spans and two panels of approach trestle were constructed at each end of both bridges. Two temporary No. 10 crossovers had previously been installed in the new double-track main line, one about two miles east and the other about four miles west of the site of the temporary bridges. Five temporary telephones were installed, one at each end of the new line, one at each of the crossovers and one at the gap.

On the morning of November 2, immediately following the passage of the second section of passenger train No. 33, "The St. Louisan," at about 7:45 a. m., a work train with the two girder spans for the temporary bridges loaded on flat cars, pulled out of a siding at Stubblefield (east end of the new line) and proceeded over the old main line to the site of the temporary bridges. Work trains with wreck derricks were already spotted above on each side of the gap on the new westbound main and the girder span was placed at 8:28 a. m. The wreck derricks were then backed up to the temporary crossovers and returned on the eastbound main, placing the girder for the temporary bridge on that track at 9:31 a. m. While this was going on, the connections between the new and the existing double track at both ends of the new line were made and signals were connected. Approximately 500 men, including the contractor's workmen and railroad employes, were used during the changeover. The first section of passenger train No. 66, "The American," eastbound from St. Louis, was the first train over the new line, passing over the westbound main at 10:15 a. m. A speed restriction of 10 m.p.h. was placed in effect during the first day at the temporary bridges and at the connection points at each end. The remainder of the line had a speed restriction of 30 m.p.h. Within 10 days, the gap was filled, the temporary bridges removed and the speed limit was raised to 50 m.p.h. over the entire project, which since has been increased.

The new line cost about $2,380,000 but the entire project of which it was a part, including the second main track from Stubblefield to Smithboro, new C. T. C. in-

stallations and other improvements cost $3,680,000. All work was done by contract, except signaling which was done by railroad forces.

Second Main Track

The next most important project among the large number of improvements on the St. Louis-Indianapolis-Columbus line, and the most interesting of the second main track construction work, was the building of 9.2 miles of a new second main track east of Greenfield, Ind. Train operation was an important factor, since the work had to be done alongside a single-track main line under C. T. C. control, over which as many as 80 trains daily are handled, and since the work also involved raises in grade on the old main line of 5.8 ft. and 4 ft. at two points and lowering the grade as much as 2.5 ft. at two other points. This work involved about 125,000 cu. yds. of grading. At the points of grade change, the new track was constructed on 20-ft. centers, and, after completion of the grade change, was lined over to 14-ft. centers.

In addition to the extension of concrete boxes, pipe, etc., to accommodate the second track, this work required one new 70-ft. deck plate girder span over Six Mile Run at Charlottesville, Ind. At this bridge, footings were already in place for the second-track span and reinforced concrete bridge seats and wing walls, were poured continuous with the old bridge abutment. A salvaged and strengthened girder was used for this span and a reinforced concrete deck was poured in place. This span was placed 19-ft. from the old main line until the grade change was completed, after which the track and span were lined over to 14-ft. centers.

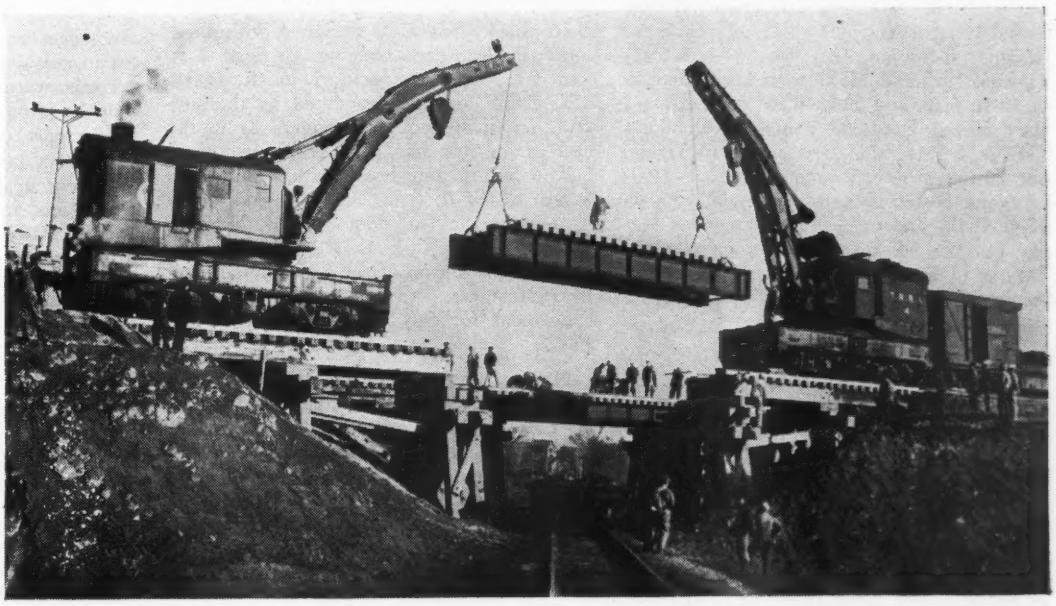
At the points where the old main line was depressed 2.5 ft., it was necessary to remove the track and all the old ballast so the subgrade could be excavated to a depth of four and one-half feet below the bottom of the ties. The ballast removed was used for backfilling bridge ends and for surfacing new approaches to highway grade crossings.

This second track construction also included the lengthening of three sidings to a capacity of 150 cars each and the construction of one new siding of like capacity.

Since this section is in C. T. C. territory, and the operation was changed from single to double track, with relocation of passing sidings, it was necessary to place the new signal system in service immediately upon the removal of the old signal system. This involved a large amount of signal work.

This project cost approximately $825,000. The grading, rail laying, ballasting and bridge work was done by contract and the signal work was done by railroad forces.

The Line Change Required Heavy Grading. Cuts Were Excavated with a Base Width of 50 Ft. and Side Slopes of 1⅝ to 1



When Operations Were Shifted from the Old Line to the New, Temporary Bridges Were Placed Over the Old Main Line at the Same Time the New Line Was Being Connected at Each End

Railroads-in-War News

New Car Designs Are Authorized

Easier metal conditions make possible a return to pre-war standards, almost

With a lightening of restrictions on the use of steel for freight-car construction, the A. A. R. Mechanical Division has just issued (February, 1944) 16 designs of "Victory" freight cars which have been approved by the W. P. B. for construction this year. In the "Victory" cars composite construction is eliminated and the basic design is essentially the same as the A. A. R. pre-war standard construction except for certain changes in detail such as substituting structural shapes for built-up plate construction and some modifications designed to meet service requirements more satisfactorily.

Car Designs Restricted in '42—In an effort to get maximum production of badly needed freight cars in 1942, the Association of American Railroads acted to restrict car orders to 13 individual car designs, recommended by the Car Construction Committee of the Mechanical Division, in conjunction with the Freight Car Design Committee of the American Railway Car Institute. This action was taken at the request of the Office of Production Management, forerunner of the present War Production Board, and the cars included three box, one auto box, two hopper, four gondola and three flat-car designs, as described in the December, 1941, "Railway Mechanical Engineer."

On recommendation of W. P. B., in the interest of conserving steel for war purposes, the A. A. R., Mechanical Division, in 1943 issued 11 emergency standard composite car designs, including two 50-ton box cars (Dwgs. 1550 and 1551) with inside lengths of 40 ft. 6 in. and 50 ft. 6 in., respectively; four 50-ton fixed-end composite gondolas (Dwgs. 5-1918, 3143, 3144 and 5-1919) and one 70-ton drop-end gondola (SK F-5163-C); one 50-ton composite hopper (SK-7-13-42-B-B) and one 70-ton composite hopper (SK-7-13-C-B); one 50-ton composite flat car (Dwg. 510-F-54-A) and one 70-ton composite flat car (Dwg. 17592).

The "1944 Models"—The "Victory" freight-car designs include three box, one auto box, two hopper, eight gondola and two flat cars. The first box car is a 40- and 50-ton car, 40 ft. 6 in. long inside, made to A. A. R. Plates 1500-D and 1501-D, modified by the substitution of longitudinal steel floor stringers between the bolster and the car end, as shown on Plate E-1542, instead of diagonal braces. The second box car is the same as the first except for an increase in inside height from 10 ft. to 10 ft. 6 in. The third box car, of 50-ton nominal capacity, 50 ft. 6 in. inside length and 10 ft. 6 in. inside height, is designed with three optional clear door openings of 6 ft., 7 ft. and 8 ft., being made to A. A. R. Plates 1525, 1526 and 1527, modified by the substitution of steel floor stringers as in the case of the first two box cars.

The 50-ton auto-box car has an inside length of 50 ft. 6 in., inside height of 10 ft. 6 in. and a clear door opening of 15 ft., being made to A. A. R. Plate 1528, modified by substitution of the longitudinal steel floor stringers. An optional end-door arrangement for this car is given in Plate 1540.

Hoppers and Gondolas—The two hopper cars, one of 50 tons and the other of 70 tons capacity, are made to A. A. R. Plates 600-D and 601-D, respectively, modified to incorporate I-beam body bolster construction in accordance with Plate E-651 and angle end posts as shown on Plate E-653. (The I-beam construction is used to save steel plate.) These cars are 30 ft.

(*Continued on page 430*)

Baruch Report Gives Priority to Transportation

In outlining its authors' program for "tightening the industrial war machine" in preparation for demobilization, the recent Baruch Report on post-war problems calls for "advance listing of the priorities to be given different civilian needs in any opening up of civilian supply," and proposes for transportation a top place in such listing.

"To guide the swiftest resumption of civilian production, when and to the extent that it becomes possible without interfering with the war," it says, "an advance listing should be made of those civilian needs which have been restricted during the war and which are to have preference in the opening up of civilian supply. Highest priority naturally will be given those things which contribute directly or indirectly to improved military efficiency, such as vital repairs, expanded transportation, or improved maintenance. . . .

"In general, materials and manufacturing facilities both are likely to be looser than manpower, even after the collapse of Germany. We shall have to continue to strive unceasingly for a better utilization of manpower, for an end of strikes that waste manpower, and for a better balancing of contracts against available manpower."

97,800 Jobs Not Filled at 43's End

Retirement Board reports upon results of efforts to find labor for railways

More workers and more jobs than ever before highlighted the employment service activity of the Railroad Retirement Board in December, according to the board's monthly review. Placements for the month, which numbered 77,000, exceeded the total for the full July-December period of 1942 and doubled the previous record, the report states. About 25,000 placements were through recruiting men from the armed forces for station and platform and mail and baggage work during the Christmas rush. In addition, workers released from war plants, and Mexican nationals brought in under recent authorization, were placed in large numbers.

The number of orders, openings, and referrals for the month were also higher than any previously recorded. Employer orders totaled 7,400, with 123,700 openings. Some 99,100 referrals were made. At the end of the month, 97,800 openings remained unfilled on active orders.

111,000 Jobs Open—Personnel needs as of December 1 dropped for the first time since July and numbered 111,000. Requirements for additional personnel were lower, largely because of the slack in maintenance-of-way work on northern roads in the freezing weather.

New entrants to the railroad industry in 1942 numbered 820,000—a third of all workers for whom compensation was reported in that year. This addition to the number of employees with wage credits was the largest in any one year since wage and service records were set up by the Board. The number of new entrants in 1942 represented an increase of 56 per cent over 1941 and of 243 per cent over 1940.

The occupational pattern of the new entrants has, in general, remained the same for the period 1940-42. New employees are mainly represented in the unskilled groups, such as extra-gang and other maintenance-of-way men. In 1940 and again in 1941 the median age of the new workers was 25.7 years. In 1942 it rose to 28.5 years. Claims for unemployment insurance and applications for certificates of benefit rights, while still at a low level, reached their highest points in the current benefit year. Applications rose from 490 in November to 1,300 in December. More than three-fourths of them originated in the Atlanta, Chicago, and Minneapolis regions.

The increase in the number of claims was smaller—2,800 were received in December

as compared with 2,100 the previous month. Benefit payments numbered 1,470 and amounted to $37,900. The average benefit paid for initial periods of unemployment was $20.94, and that for subsequent periods, $26.44. Accounts were opened during the month for 450 railroad workers, while current-year accounts were exhausted for 96 beneficiaries.

Italian Internees—Railroad service of Italian internees is creditable under the retirement and unemployment insurance acts. The fact that some of the internees are subject to deportation after the war does not affect the question of the creditability of their services, according to the Board's general counsel. Since the internees in question are subject to the continuing authority of the railroad, and their services are rendered for compensation, they are employees within the meaning of the acts.

Benefit payments under the retirement act reached a high of $11,236,000 in December. Employee-annuity payments continued to rise, and totaled $9,307,000. Survivor annuities, death-benefit annuities, and lump-sum death benefits also increased, and amounted to $118,800, $29,100, and $444,800, respectively. Pensions showed the usual decrease; payments for the month were $1,337,000. At the end of the month, 163,161 monthly benefits were in force at an average payment of $64.46.

To date, receipts for the retirement accounts totaled $1,066,236,000, of which $754,814,000 was paid to beneficiaries under the acts. Of the balance in the accounts, $310,000,000 was in Treasury notes, and $1,422,000 was in cash.

May Pay Commercial Fuel Price for Locomotive Coal

The Office of Price Administration disclosed on February 19 that it had authorized coal producers in District No. 8—that is, southern West Virginia and adjacent Virginia, Kentucky and Tennessee areas—to sell bituminous coal for locomotive fuel to two railroads at the prices established for commercial fuel. The two roads affected—the Live Oak, Perry & Gulf and the East Tennessee & Western North Carolina—had been unable, because of their "peculiar locations," as the O. P. A. press release phrased it, to fill their fuel requirements at the established lower prices for locomotive fuel, and this exception was made to afford them relief which would be less costly than going into more distant producing areas where the price paid would be higher than that set for commercial fuel under the amended regulation.

O. D. T. Promotion

The Office of Defense Transportation on February 21 announced the promotion of E. R. Hauer to associate director of its Division of Railway Transport with direct supervision of all mechanical operations, succeeding Charles J. Wolfe, who has filled the post for the past 18 months. Mr. Wolfe was on leave from the Western Maryland, with which road he is chief mechanical officer, and is returning to that position at the road's request.

Mr. Hauer joined the O. D. T. staff early in 1942, and held the post of assistant director of the division in charge of controlled materials in the mechanical section when promoted. He entered the employ of the Chesapeake & Ohio in 1907, and held various positions in that road's mechanical department. In 1936 he was made engineer of motive power of the Advisory Mechanical Committee of that road, the Erie, Pere Marquette, and New York, Chicago & St. Louis.

New Home for Transportation Equipment Division of W. P. B.

The Transportation Equipment Division of the War Production Board is now located in Temporary Building E, Fourth street and Adams drive, S. W., Washington, D. C. It moved there on February 17 from 431 Sixth street, N. W.

Eastman Renews Drive Against Shows and Conventions

Because of greatly increased pressure on travel facilities in recent months, it is more important now than ever before that conventions and trade shows be cancelled, Director Eastman of the Office of Defense Transportation indicated in a statement February 21 in which he repeated his previously expressed opinion that such gatherings can be justified under present conditions only if it can definitely be shown that they help to win the war.

As a result of earlier appeals for the elimination of such gatherings for the duration, said Mr. Eastman, "many organizations have responded patriotically and called off their scheduled meetings. Many others have not. And largely because others have not cancelled their conventions, some organizations which originally gave us their co-operation have felt they could not continue to conform with our convention policy."

"Freedom of Assembly"—Remarking that the "right of assembly is protected by the Constitution," the O. D. T. director pointed out that the O. D. T. cannot forbid the holding of conventions. But, he added, "I must say emphatically that conventions and other group meetings interfere, and interfere seriously, with provision of adequate passenger service for movement of military and essential war-business traffic. In this regard, the difference between a large and a small convention is only one of degree. Any convention which attracts attendants from other cities who travel by train or bus . . . interferes with other travel. Convention travel is concentrated in time and place. . . . The result is that the convention attendants, making their reservations well in advance, monopolize the travel space on regular trains in and out of the convention city on the days in question, leaving little or no space for military and essential business passengers."

While it is true that many meetings "may have a close relation to the war effort and may therefore seem to be justified," said Mr. Eastman, when consideration is given their effect on vital war transportation service, "in most cases a greater contribution can be made to the war effort by canceling the meeting than by holding it."

Relation to War Doesn't O.K. Them—Organizations that have postponed their conventions until after the war have "made a real contribution to the winning of the war," he went on to say, concluding his statement with an appeal "that meetings involving travel not be held unless the responsible officers of the organizations concerned are thoroughly convinced that the meetings will help shorten the war."

"Big Inch" Is One Year Old

Petroleum Administrator Ickes on February 19 announced that the so-called "Big Inch" pipeline had delivered from Texas to the East coast more than 88 million barrels of oil in its first year of operation, completed that day. He pointed out that 18,000 tank cars would be required to move the same volume of oil between terminals.

Sporadic shortages of civilian petroleum supplies have developed recently in the East, nevertheless, Deputy Administrator Davies pointed out, and others are expected in the next few weeks. Completion of the "Little Big Inch" pipeline has been delayed by defective pipe, and the date of its effective operation is still uncertain, he explained. Meanwhile, in the week ended February 12, average daily tank car shipments of crude oil and products to the seaboard were 727,904 barrels.

I. C. C. Drops Probe of Pacific Export Rate

Following through from the compromise agreement reached between the railroads and interested government agencies, the Interstate Commerce Commission has discontinued its No. 29006 investigation of rates, rules, and regulations, applicable in connection with freight moving to Pacific Coast ports for export. The proceeding was instituted by the commission last August when the government agencies, precluded from using the export rates because of their inability to comply with applicable tariff rules and regulations, rejected a railroad proposal to apply the export rates provided they were not subject to land-grant deductions.

The compromise agreement establishes,

Eastman Ordered Off the Job for Complete Rest

Director Joseph B Eastman of the Office of Defense Transportation "has been ordered by his physician to take a complete rest," the O. D. T. announced on February 23. "Mr. Eastman," the announcement added, "has not been in his usual good health in recent weeks, and the pressure of work upon him has made a rest necessary, his physician said."

During his absence, the O. D. T. will be in charge of Deputy Director Charles D. Young. Meanwhile, the development will delay the departure from O. D. T. of Director V. V. Boatner of the Division of Railway Transport, who had planned to resign, effective March 1, to look after his personal affairs. Mr. Boatner will now remain until Director Eastman returns.

under the Interstate Commerce Act's section 22, contractual arrangements whereby the government agencies may pay the export rates less three cents per 100 lb., without land-grant deductions, or the domestic rates with land-grant deductions—whichever is lower. The application of the export rates without land-grant deductions is made retroactive to January 1, 1942; while the export-rate-less-three-cents is retroactive to October 1, 1943. It was explained that the three-cent allowance under the export rate was made in view of the fact that certain handling operations at the ports, normally performed by the railroads, are now being performed by the government on the traffic involved.

New Car Designs Are Authorized

(*Continued from page 428*)

and 40 ft. 8 in. long inside and have cubic capacities of 2,145 cu. ft. and 2,773 cu. ft., respectively.

The first two gondolas are 50-ton fixed-end cars, with 41 ft. 6 in. inside length, 4 ft. 8 in. inside height and 1,840 cu. ft. capacity, level full. One of these cars, with a wood floor, is made to Dwg. C-27252-C, modified to include an A. A. R. Z-section center sill, and the other car, with a steel floor, made to Dwg. C-28263-B. Either of these cars may be further modified to incorporate six or eight drop doors, although general drawings covering this arrangement have not been made.

There are two additional 50-ton gondolas, one with fixed ends, steel floor, 16 drop doors, inside length of 41 ft., inside height of 5 ft. and 1,948 cu. ft. capacity, level full, made to Dwgs. 5-1595-A and 4-3599-A. The other has drop ends and a wood floor. It is 48 ft. 6 in. long inside, 3 ft. 6 in. high inside, has 1,383 cu. ft. capacity, level full, and is built to Dwg. 121743.

Other Designs—The first 70-ton gondola has drop ends, a wood floor, inside length of 52 ft. 6 in., inside height of 3 ft. 6 in., 1,745 cu. ft. capacity, level full, and is made to Dwg. C-27425-F. The next two 70-ton drop-end gondolas are the same size. They are 65 ft. 6 in. long inside, 3 ft. 6 in. high inside, and have a cubic capacity, level full, of 1,776 cu. ft. They a designed with a steel floor (Dwg. 5-1608) or a wood floor (Dwg. 139-11-292). One additional 70-ton drop-end gondola, with wood floor, made to Dwg. 139-11-355-A, has been approved by the W. P. B. This car is the same size as the first 70-ton gondola and differs from it only in utilizing a little heavier steel in some sections to give added strength and durability.

The two flat cars are both the same size, 53 ft. 6 in. long over the wood floor, one being a 50-ton car made to Dwg. 509-F-63-J, and the other a 70-ton car made to Dwg. 16393.

Materials and Prices

The following is a digest of orders and notices of interest to railways issued by the War Production Board and the Office of Price Administration since January 29:

Aluminum and Copper—The portion of Schedule III of CMPR No. 1 dealing with the time for placement of authorized controlled material orders for copper and aluminum was in advertently omitted from the revision on February 2, of that regulation, the WPB announced on February 7. Schedule III indicates the number of days in advance of the first day of the month in which delivery of controlled materials is required, that orders must be placed with producers. As a result of the omission, it has been necessary to insert the portion of the schedule dealing with copper and aluminum in the regulation by Amendment No. 1. There have been no changes in the number of days indicated in each case.

Chrome and Stainless Steels—Restrictions on the utilization of steel mill production facilities for the fabrication of corrosion- and heat-resistant chrome steel and on the use of ferro-alloys were removed by the WPB on February 2. At the same time, the WPB "unfroze" stainless steels held by producers and consumers. This action will have no effect, however, upon new production and little effect on use of existing inventories. The specific step taken by the WPB is the revocation of Supplementary Order M-21-d which was originally issued when facilities and ferro-alloys were scarce, and many controls had to be set up to assure maximum supplies of metals for the war program and to recover the alloys contained in such steels for remelting. Since the issuance of M-21-d, other close controls on the use of ferro-alloys have been instituted through L orders and the CMP, and plans for remelting stainless steels held in consumers' inventories have been dropped.

Compressed Gas Cylinder Demurrage—Amendment No. 89 to RSR No. 14 to the GMPR effective February 8, is designed to speed the return of empty compressed gas cylinders, by providing sallers of compressed gas in cylinders with a means of charging demurrage for each additional day a cylinder is retained, by buyers, beyond a normal period necessary to empty a cylinder. Before this action, sellers who had not made this demurrage charge in March 1942, base period of the GMPR, could not do so. The great majority of primary sellers, however, did make the charge in the base period and were continuing to do so. The charge can now be passed on by all sellers. In the case of sellers who own the cylinders and who heretofore have not made a demurrage charge, a charge may be instituted after OPA regional office approval has been given to a written application for authority to make a charge in line with that of competing sellers.

Rails—L-88 as amended on February 5, relieves railways of paper work in connection with obtaining used rails for replacement purposes and transfers the administration of the order to the Steel division. No real relaxation of controls has been affected. Under the amended order ,the Steel division will maintain control of rerolling and scrap grades because of current shortages in these grades. Users of relay rails are freed from control on the sale, transfer or other disposition of this grade, and are not required to turn in used rails after the receipt of new. While persons wishing to sell, transfer or otherwise dispose of rerolling or scrap rails must first secure WPB authorization, this restriction does not prevent any person from using *any* grade of used rail in his own tracks.

Split Ratings—When two or more preference ratings (split ratings) are assigned to the same production schedule, they must be split proportionately in applying them to each class of production material required. This application, according to Direction No. 6 to PR No. 3, is on a class of-item-basis, and must be followed in all instances where more than one preference rating is assigned to one production schedule. WPB has fixed a base rating which it will assign for ordering production materials that go into each finished product group. The same base rating will be assigned, therefore, to each production schedule covering the same product group. However, higher ratings may be assigned to a portion of the production schedule by WPB. To illustrate the above rule, if it is decided that $100,000 worth of nuts and bolts and $50,000 worth of wiring devices are to be put into production during a quarter, and the preference ratings assigned to the schedule are 60 per cent AA-2 and 40 per cent AA-3, the AA-2 rating may be used to buy $60,000 worth of nuts and bolts and $30,000 worth of wiring devices and the AA-3 rating may be used to buy $40,000 worth of nuts and bolts and $20,000 worth of wiring devices.

Stainless Steel—Rules governing replacement of stainless steel rejected by a customer for non-conformity with specifications or for other defects have been made identical with those rules governing replacement of other types of steel, by Direction No. 16 to CMP Regulation No. 1, as amended February 1. This means that when stainless steel is rejected, the producer must make the replacement in preference to all other orders for similar material, excepting in cases where WPB or the customer gives specific instructions to the contrary, without seeking an additional allotment. If any portion of rejected stainless steel can be used by the producer to fill another authorized controlled material order or for permissible delivery under any other WPB order or regulation, it may be so used.

Wood Boring Bits—An amendment to Schedule VIII of L-157 issued January 29, provides that wood-boring bits that do not conform to the simplified production practices put into effect January 22, may be manufactured to fill orders held by producers on their books before that date.

Prices

Northeastern Hardwoods—To compensate mills for non-absorbable increases in production costs, including higher wage rates approved by the War Labor Board, Amendment No. 6 to MPR No. 368 (Northeastern Hardwood Lumber), effective February 5, provides a flat six per cent increase in ceiling prices for all graded hardwood lumber produced in the Northeastern United States and part of Eastern Canada. The increase is applicable to all hardwood lumber except dunnage lumber and hardwood dimension and timbers. Also, it does not apply to the charges which may be made for kiln-drying, millworking, or anti-stain treatment, nor to specified differentials or additions to basic mill prices, such as additions for specified widths or lengths, which are authorized by footnotes in OPA's Northeastern lumber ceiling price tables.

Padlocks—Amendment No. 3 to RPS No. 40 (Builders' Hardware and Insect Screen Cloth) effective February 5, provides padlock manufacturers who are unable to maintain production under existing ceiling prices, with a method for applying for such increases in their prices to cover actual manufacturing and selling costs. After examination of data submitted by manufacturers in applying for price adjustment, OPA will determine whether jobbers and retailers of padlocks will be permitted to pass on any increase resulting from upward adjustment of manufacturers' prices.

A serious shortage exists in the present supply of padlocks. A number of companies have discontinued production of padlocks altogether. Six other major producers have curtailed padlock production considerably and a majority of producers have indicated they will expand manufacture of items in the lowest price range if they can obtain an adjustment in maximum prices sufficient to cover manufacturing and selling costs.

Petroleum Products—Amendment No. 154 to RPS No. 88 (Petroleum and Petroleum Products) effective February 4, provides cents-per-gallon ceilings for bulk lots of gasoline, kerosene and distillate fuel oils shipped from Ohio, nearby points in Kentucky and Indiana, and from Michigan to the Eastern Seaboard area. These shipments, which are made by refiners and terminal operators in rail tank cars, pipe lines and inland barges, are the result of wartime disruption o fthe normal sea tanker routes. Retail prices of these products on the East Coast will not be affected, but today's action will be of aid to each shipper in quickly determining his maximum prices. Previously, the ceilings were established by application of a "freeze" formula and were generally based on the individual seller's sales to destinations other than Eastern Seaboard points. As a result, the ceilings have varied considerably even at a given shipping point, and inequities to buyers and sellers have occurred. The new uniform ceilings reflect the general level of returns to sellers received on sales in their normal marketing areas during the October, 1941, base period.

GENERAL NEWS

Private Car Lines Report for 1942

Grossed $186 millions and had $127 millions expense on $233 millions invested

Private car lines reporting to the Interstate Commerce Commission for the year ended December 31, 1942, had for that year total revenues of $186,154,114 of which $174,774,113 was reported by the 29 companies owning 1,000 cars or more. The 1942 expenses totaled $127,314,874 of which the "big 29" reported $119,831,846.

These and other data are shown in a compilation of selected statistics from the carline annual reports which has been issued by the commission's Bureau of Transport Economics and Statistics. The compilation —Statement No. 442—is the first of its kind; for the private car lines did not report until 1942, the commission having got in the Transportation Act of 1940 authority to require quarterly and annual reports from "persons which furnish cars or protective service against heat or cold to or on behalf of any carrier by railroad or express company."

Own 268,311 Cars—The foregoing 1942 total revenue figure of $186,154,114 includes revenues from: Car service (mileage allowances and rents), $169,957,123; refrigerator service, $14,257,841; heater service, $628,652; other service, $479,121; incidental revenue, $831,377. The net investment in transportation property of the reporting lines at the end of 1942 was $233,361,972, the book investment being $606,194,908 and the reserve for depreciation $372,832,936.

The 29 owners of 1,000 or more cars had a total of 236,770 cars at the close of 1942; the 72 owners of 100 but fewer than 1,000 cars had 22,801; and the 322 owners of fewer than 100 cars had 2,521. Owners of fewer than 100 cars were excused from filing an annual report for 1942, but all owners subject to the act filed quarterly reports for that year. Beginning with the first quarter of 1943, persons owning fewer than 10 cars were excused from filing the quarterly reports.

"This," said the Bureau, "had the effect of reducing the number of quarterly reports from 423 to 257. The number of cars at the close of the first quarter of 1943 reported by these 257 owners was 268,311, or more than the 423 owners reported at the close of the fourth quarter of 1942. The exclusion of the persons owning fewer than 10 cars from the quarterly reports and those owning fewer than 100 cars from the annual reports does not significantly affect the statistics."

The Biggest Five—The largest fleet at the end of 1942 was that of the General American Transportation Corporation—57,336 cars, including 37,570 tank cars, 15,933 refrigerator cars, 2,027 stock cars, and 1,806 of other types. This company also led in 1942 gross revenues—$41,783,447. Next in car ownership was the Union Tank Car Company with its fleet of 38,667 tank cars and 29 of other types; but the Pacific Fruit Express was second insofar as gross revenues were concerned, reporting $36,167,473 as compared with Union Tank's $26,747,580. P. F. E. reported a fleet of 33,725 refrigerator cars; $28,030,149 of its gross revenue was from mileage allowances and rents, the remainder being from protective services.

The Fruit Growers Express Company reported ownership of 15,101 refrigerator cars and gross revenues of $12,897,804. Next came Merchants Despatch Transportation Corporation with 10,692 refrigerator cars and three stock cars, and gross revenues of $7,211,585.

Western Lines Consider School for Politeness

Ways and means of educating employees in proper attention to travelers and their problems will be studied by a committee appointed at a joint meeting of the Transcontinental, Western and Southwestern Passenger associations at Chicago on February 16. Several methods of training have been presented to the associations and the committee will study these and at the same time co-ordinate the efforts of all railroads. The committee numbers seven, one from each of the following roads: the Atchison, Topeka & Santa Fe; the Chicago & North Western; the Chicago, Rock Island & Pacific; the Illinois Central; the Missouri Pacific; the Southern Pacific and the Union Pacific. Co-operating in the educational program will be the public relations departments of these railroads and, it is hoped, the heads of railway unions.

Another committee appointed at the meeting will study post-war conditions affecting passenger travel, including rates, service and equipment.

January Operating Revenues 9.6 Per Cent Above 1943

From preliminary reports of Class I railroads representing 81.6 per cent of total operating revenues, the Association of American Railroads has estimated that operating revenues in January were $600,558,769, compared with $547,979,355 in January, 1943, an increase of 9.6 per cent. Estimated January freight revenues were $447,708,849, compared with $417,618,869, an increase of 7.2 per cent. Estimated passenger revenue totaled $111,357,612, compared with $90,707,260, an increase of 22.8 per cent.

One Classification Gets Little Support

Say examiners went too far in treatment of exceptions in No. 28310 report

As the Interstate Commerce Commission continued to receive briefs of exceptions to the proposed report of Examiners Paul O. Carter and William J. Koebel in its No. 28310 investigation of the Consolidated Freight Classification, still more arguments against both the philosophy of classification uniformity and the suggested procedure for bringing it about were entered into the record.

In addition to those interests whose views were summarized in *Railway Age* of February 19, page 400, other railroads, states, and organizations of shippers in various sections of the country were lined up in the ranks of opponents of the proposed report.

Reasons for Change Inadequate—The railroads of the South took the general position that the examiners have not advanced sound or adequate reasons for finding that uniformity of classification ratings should be imposed on the country; that they erred in finding that such nonuniformity as exists results in undue preference and prejudice in violation of section 3 of the Interstate Commerce Act; and that the plan they propose for attaining uniformity is unsound and not properly based on the record in the proceedings.

The alleged "incongruities and inconsistencies" in the present classifications, said these railroads, do not necessitate a complete revision of the classification structure, and they pointed out further that, contrary to the argument employed by supporters of uniformity, the commission in the past had not maintained an "unvarying stand" on the question and had not constantly endeavored to develop a nationwide classification.

Fire Not Preferable to Frying Pan—The existence of a large number of exception ratings in the South is not in itself a sufficient reason for condemning the classification, they went on to say, nor is the fact that alleged complicated tariff problems may arise from territorial differences in classifications adequate ground for imposing an arbitrary uniformity.

Taking issue with other points developed in support of uniformity, the southern roads disputed the assertions that only a few question the desirability of classification uniformity, and that there are no sound reasons against uniformity. The exam-

(*Continued on page 437*)

Study Board Seeks Another $178,000

Gets labor support for more money to complete pending studies

Julius G. Luhrsen, executive secretary of the Railway Labor Executives' Association, has written to the Senate committee on appropriations, asking it to report favorably a proposed appropriation of another $178,000 for the Board of Investigation and Research created by the Transportation Act of 1940. Mr. Luhrsen's action, reported in the February 19 issue of "Labor," supports a presentation which the board is understood to have made recently when it advised a Senate appropriation subcommittee in executive session that $178,000 would be required to do what the board would appraise as an adequate job of completing its studies.

Expires in September—The subcommittee was considering the Independent Offices Appropriation Bill for the fiscal year ended June 30, 1945, a measure passed by the House without any funds for B. I. R., which got its current appropriation of $275,000 with a stipulation to the effect that it should be so used as to complete its work. That stipulation, insisted upon by the House, contemplated that the $275,000 would last until the end of the board's statutory life—September 18.

But if the board succeeds in getting more money now, it will not be the first time that it has got over this House-stipulation hurdle. A like provision was included in the appropriation bill which gave it $500,000 in July, 1942, shortly after President Roosevelt had exercised the authority granted him in the 1940 act and extended the board's life for two years. In other words its current appropriation was obtained in spite of the July, 1942, stipulation. Since its organization the board has received appropriations totaling $1,121,500.

Does Non-Statutory Work First—As yet it has published none of its three assigned studies of public aids to carriers, the impact of taxes on carriers, and the relative economy and fitness of the various agencies of transport. It has, however, completed its extra-curricular work—the interterritorial freight rate report made in accordance with the December, 1941, commitment given Senator McKellar, Democrat of Tennessee, who got what he wanted by threatening to oppose a then-pending appropriation for the board.

This freight rate report has kept Senator McKellar, acting chairman of the Senate appropriation committee, on the board's side; for it met his specifications, finding discrimination against the South. And now it appears from the Luhrsen letter that additional support has come from the railroad labor organizations in view of their interest in certain studies. According to "Labor," Mr. Luhrsen urged that the additional $178,000 be allowed "to permit the board to complete current studies of wage rates on the railroads and the effect of consolidations on employees." Those inquiries are among the various subsidiary studies undertaken by the board in connection with the general economy and fitness investigation.

May Close Down This Month—If the additional money is not granted, Mr. Luhrsen is reported to have said further, "the board will not be able to complete its work and the value of previous appropriations for these studies will be lost." He gave February 29 as the date on which the board "will have to wind up" unless it gets more money.

In the latter connection it is understood that the board may have to make a further drastic cut in its staff if no additional funds are in sight by the end of the month. It expects, however, to be able in any event to make reports on its assigned studies, even though it believes such reports could be made more thorough with another $178,000.

Emergency Board in Hudson & Manhattan Wage Dispute

A National Railway Labor Panel emergency board opened public hearings February 23 at New York on the wage dispute involving Hudson & Manhattan employees represented by the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen. These employees were not parties to the recently-settled proceeding involving operating employees generally; and their demands are the same as the original demands of the ops—a 30 per cent increase with a minimum raise of $3 per "day."

Panel Chairman William M. Leiserson appointed the emergency board last week after mediation had failed and the employees had refused to go along with the management on an agreement to arbitrate. Members of the board are: Chairman Robert D. Calkins, dean of the School of Business, Columbia University; Walter C. Clephane, Washington, D. C., attorney; and Frank M. Swacker, New York attorney.

Illinois Power Unable to Sell Terminal Railroad as Directed

Unsuccessful efforts of the Illinois Power Company to dispose of the Illinois Terminal Railroad, a subsidiary, in compliance with an order of the Securities and Exchange Commission, were reviewed in the power company's annual report sent to stockholders on February 16. The S. E. C. order, issued in 1942, gave Illinois Power until April 14, 1944 to divest itself of the railroad.

The terminal railroad, which operates 470 miles of steam and electric lines in central Illinois, is carried on Illinois Power's books at $47,855,028, which is "substantially in excess of probable current realizable amounts," the company conceded.

"Possible purchasers of the property are railroads serving adjacent territory," the report said. "None has indicated any desire to negotiate; in fact, the two most logical purchasers approached by the company said definitely they had no interest in the purchase."

Investment bankers have advised the company that an advantageous public offering of the railroad's securities did not seem possible, the report said. The railroad last year had a net income of $1,015,314, compared with $1,505,976 in 1942.

Honor Eastman for 25 Years on I.C.C.

"Nomination for President" one of tributes offered for long public service

The completion by Joseph B. Eastman of 25 years of "distinguished service as a member of the Interstate Commerce Commission" was the occasion for a dinner in his honor—given in Washington, D. C., February 17 by the District of Columbia Chapter of the Association of Interstate Commerce Commission Practitioners—in the course of which friends and associates vied in affectionate felicitations and in unrestrained tributes to the man and the public servant.

Joseph C. Colquitt, chairman of the sponsor organization, who acted as toastmaster, opened the proceedings by reading a letter from President Roosevelt that set the pace for the laudatory comment to follow by referring to the "industry, vision and all around efficiency" of the man chosen from the commission for the post of director of the Office of Defense Transportation.

"First Citizen"—First to speak of the group selected to express sentiments appropriate to the occasion was J. Carter Fort, general counsel of the Association of American Railroads and member of the executive committee of the D.C. Chapter of the practitioners, and he quickly struck a keynote to which his 700-odd listeners heartily responded when he remarked that Mr. Eastman should be President of the United States. Continuing, he assured the guest of honor that he had not given up hope that this wish might be realized, although he was well aware that one must stand in line a long while to reach that goal in these times. In somewhat more serious vein the speaker then referred to some of Mr. Eastman's talents and accomplishments, stressing particularly his contributions to the development of administrative law, and summarizing his comment by terming its subject one of the "first citizens of the nation."

The chairman of the Senate committee on interstate commerce, Senator Burton K. Wheeler of Montana, entered into the spirit of Mr. Fort's remarks by assuring Mr. Eastman that he would be delighted to see him nominated on the Democratic ticket in 1944.

"Ideal Public Officer"—Pointing out that he had, through his committee connection, enjoyed a long extended association with the guest of honor, he termed him an "ideal public officer." If there were more like him in Washington, the Senator continued, there would be less criticism of government bureaus, and he went on to speak of the "courage, brains and intelligence" of this member of the Interstate Commerce Commission, which is, he asserted, "the finest commission in the government of the United States."

Rather than let the job exalt him, Mr. Eastman "has exalted the job he filled," said Representative Clarence F. Lea of California, chairman of the House interstate and foreign commerce committee.

Dwelling briefly on the place the commission had made for itself as an agency of government in the regulation of transportation, he made the point that transportation is the most valuable economic interest of the American people. In his association with the commission's work, and in his other capacities, said the speaker, no man has contributed more than Mr. Eastman to the testing of the theory of private operation of public utilities under government regulation.

Worth $20 Billions to U. S. A.—The spokesman of the commission for the occasion was Commissioner Clyde B. Aitchison, its senior member in years of service, who elaborated upon Mr. Eastman's distinction as the only bachelor to have been a member of the commission since its creation and upon his reputation for expressing dissenting opinions. In referring to his wartime role as O. D. T. director, Mr. Aitchison developed the idea that Mr. Eastman was worth $20 billion to the country, since this would, he calculated, represent the cost of government operation of the railroads if capitalized at 5 per cent. For his accomplishments in the varied administrative tasks to which he had been assigned from time to time, the speaker continued, Mr. Eastman deserved to be nominated for a distinguished service medal.

Mr. Aitchison went on to express the hope that the guest of honor would be afforded relief from his other responsibilities when the war is over, since he anticipated that the growing duties of the commission would demand all of his energies as an active member. In that work, in the difficult days ahead, he pointed out, there would be abundant opportunities for the exercise in the public interest of his "ripened wisdom and vast fund of experience."

Warren H. Wagner, president of the practitioners' association, then made a formal presentation to Mr. Eastman of an engrossed scroll expressing for that organization's members their personal esteem, sincere congratulations and good wishes upon his completion on that day of "twenty-five years of efficient and distinguished service" as a member of the commission.

Wallace 31 Years Late—Responding to these tangible and oratorical tributes in the same vein of seriousness compounded with amiable banter that had characterized the remarks of the speakers preceding him, Mr. Eastman declared that he was "bursting with pride" in the compliments he had received. Nevertheless, he went on to say, only a part of truth about him had come out, and in the course of outlining some of the steps that had led to his place in the limelight on this occasion he revealed incidents that had not been referred to by others, such as his failure to win the approval of the late Huey Long and his contribution to a study of railroad and banker relationships, made in 1913, which, he said, the Vice-President has just heard about.

As a result of his experience on the commission and in the associated positions he had held, said Mr. Eastman, he had come to certain conclusions about the functions of administrative tribunals and their members in relation to the operations of our complex economy under our present form of government, and these conclusions he set forth as the more serious part of his silver anniversary address.

Impartiality the First Requirement—First, he asserted, these commissions or administrative agencies, having some of the characteristics of the executive and some of the judicial branches of our government, must above all else be "masters of their own souls and be known as such." Their impartiality and knowledge must be beyond suspicion, he continued, because their responsibilities are broader than a court's, since they exist not only to function when called upon, but also to act upon their own motion and to seek out all the facts. Recognition of this obligation is evident, he indicated, in the changing concept of the courts' relationship to the administrative tribunals. Where formerly the courts were inclined to substitute their judgments of the facts for the commission's, he pointed out, the present tendency is to go perhaps too far the other way.

When controversies are brought before such agencies, said Mr. Eastman, there is no safe substitute for full hearing and argument, and the decisions that result stress the reasons for the conclusions they embody. While the statutes under which such bodies operate of course should be clear in defining their responsibilities and limitations, he added, good personnel is more important than good law in the exercise of administrative duties.

No Job for Zealots—Members of commissions need not be technical experts, the speaker declared. They should be able to maintain an open mind, to grasp and comprehend facts in their appropriate relationships. Above all, they should possess the personal courage to take positions that may react seriously upon themselves. Zealots, crusaders and evangelists have no place on an administrative tribunal, he said, and selection on a geographical basis may be a serious disadvantage if those so selected come to regard themselves as special pleaders for the section whence they are appointed.

An occasional change of position from the back of the bench to the front is a salutary experience for a commission member, Mr. Eastman remarked, and a good safeguard against loss of balance. An appearance before a congressional committee may be a better check of some forms of "inflation" than the O. P. A., he added. Two other points which the speaker emphasized were these: Recognition to the staff for its indispensable part in a commission's work should be given outside the organization as well as within it; and entry into the field of management by a regulatory body should be made with caution, lest the resulting division of responsibility lead to undesirable consequences.

While attendance at the dinner was, through the operation of the O. D. T. director's own appeals to restrict travel not directly essential to the war effort, limited largely to friends and well-wishers located in and near Washington, it included many members of the Senate and the House, particularly of the interstate commerce committees of those bodies, and of the National Mediation Board, the Board of Investigation and Research, and other administrative agencies. Membership and staff of the Interstate Commerce Commission were well represented, as were the several divisions of the O. D. T., the War Production Board, the Army, the A. A. R., and the American Short Line Railroad Association, while presidents and executive officers of several railroads whose offices are in or near Washington also were in the gathering.

Attacks N. Y. Lighterage Rates

The Central of New Jersey has announced it soon will file a formal complaint with the Interstate Commerce Commission in an effort to obtain "just, fair and reasonable" compensation from connecting railroads for lighterage and carfloat services it performs in the New York harbor area.

Federal District Judge Guy L. Fake, at Newark, February 14, authorized the Jersey Central's trustees, Shelton Pitney and Walter P. Gardner, to file the complaint.

The trustees informed Judge Fake the Jersey Central has been losing an average of more than $2.25 a ton on all lighterage freight—a great proportion of which is lend-lease material—and more than $1.60 a ton on carfloat merchandise traffic. "Your petitioners are informed and believe that the other trunk lines serving the port of New York are experiencing corresponding losses," the trustees said.

The less-than-cost practice "originated some time prior to 1893" and is "of obvious advantage to the longer trunk line carriers and their connections because it enables them to retain more than their just share of the joint rates to the prejudice of the shorter terminal lines, including the debtor," the Jersey Central trustees contended.

Bill Would Let Suits for Losses Go Over Until War's End

Chairman Lea of the House committee on interstate and foreign commerce has introduced H. R. 4236 to provide that suits against carriers for loss of property may be delayed until "six months after the termination of hostilities in the present war" if such period is longer than the present limitation of two years from the day a claimant is notified in writing that the carrier has disallowed his claim. The bill would accomplish its purpose by amending the fifth proviso of paragraph (11) of section (20) of the Interstate Commerce Act.

Mechanical Division, A. A. R., to Hold Annual Meeting

The annual meeting of the Mechanical division of the Association of American Railroads will be held at the Jefferson Hotel, St. Louis, Mo., on June 23 and 24.

Discontinues Western-Mountain Pacific Divisions Case

The Interstate Commerce Commission has discontinued the No. 15234 proceeding involving divisions of freight rates in Western and Mountain-Pacific territories. The action follows receipt of letters from the Chicago Great Western and the Atchison, Topeka & Santa Fe and "certain other respondents" who found it "inadvisable to proceed with plans for a cost study under

supervision of the commission's Bureau of Transport Economics and Statistics, as originally contemplated."

The discontinuance is, however, without prejudice to the institution of a future investigation of the divisions "on the petition of any interested party or on the commission's own initiative."

January Ton-Miles 8.5 Per Cent Above 1943

The volume of freight traffic, measured in ton-miles of revenue freight, handled by the Class I railroads in January, was the greatest for any January on record, according to the Association of American Railroads. It amounted to approximately 59,750,000,000 ton-miles, according to preliminary estimates. This was an increase of 8.5 per cent compared with the same month in 1943, 39 per cent over January, 1942, and an increase of 134 per cent compared with January, 1939.

	1943	1942	Per cent Increase
11 months actual	666,433,031,000	583,038,993,000	14.3
December	[1] 59,900,000,000	55,030,990,000	8.8
12 months	726,333,031,000	638,069,983,000	13.8
	1944	1943	
January	[2] 59,750,000,000	55,120,899,000	8.4

[1] Revised estimate. [2] Preliminary estimate.

The above table summarizes revised ton-miles statistics for the twelve months of 1943 and 1942, and shows preliminary figures for January, 1944.

Posters Show How Business Is Helping to Win the War

To help privately owned and operated businesses create a favorable employe and public "mental environment" for war and peace, Kelly-Read & Company, publishers, located in Rochester, N. Y., are supplying nearly 6,000 business, industrial and financial organizations throughout the country with a "Think American" series of weekly educational messages. The messages show how private enterprise is helping to win the war, and how it can win a prosperous peace for America, too, if the vast majority of Americans understand and appreciate the value of that system and work to preserve it. It is estimated that the series of posters are being seen by nearly ten million Americans every week in every state.

Railroad Authors' Views on Railroads' Future

At a railroad forecast meeting February 18, Colonel Robert S. Henry, assistant to the president, A. A. R., told members of the New York chapter of the Railway and Locomotive Historical Society that railroad progress is going to be "evolutionary," not "revolutionary." "The zealot who thinks the railroad business is going to be revolutionized is barking up the wrong tree. We are going to do better the things we have done."

Curious to him is the persistence of the idea that there is "something backward about railroading." A railroad committee for the study of transportation was formed under Judge R. V. Fletcher, about 18 months ago, he remarked, adding that "we are trying to put the transportation business of the present and the future under the misroscope and come out with as complete and authoritative information on that subject as can be assembled."

Radio Can't Do Fusee's Job—There will be lighter freight cars, stated Colonel Henry, though he pointed out there was no use in running freight trains 80 miles an hour. "What you want of freight is dependability and economy. If you want fast freight send it by express," he advised. He sees improved air conditioning, better passenger trains, some improvement in safety, though in the latter connection he feels that it couldn't be much better than in the decade of the '30s. He cited the use of radio communication between trains, but said the automatic block "still is a very sound principle." A case in point was a recent wreck in the South which "could have been prevented by the use of a 5 cent fusee, whereas a million dollars worth of radio equipment could not have done the job."

He sees no reason in the world why the railroads will not continue to do their part in the business of this country.

Danger of Starvation—T. W. Van Metre, professor of transportation, Columbia University, advanced the view that government policy may be such that the railroads will undergo a slow process of starvation and will not receive all the business they are "entitled to." He is worried, too, about the attitude, which he does not feel justified by law, of the Civil Aeronautics Board, against railroad participation in air transport.

The railroads must fit themselves into the transportation picture of the future, and become a "transportation agency," instead of a "railroad agency," the professor stated. It is his belief that the railroads have in the past "sat back and said it is necessary for these new forms of transportation to fit themselves into conditions created by the railroads." For this reason he feels it difficult to prophesy with any certainty about their future.

Edward Hungerford, author of numerous railroad books, announced he had "stuck his neck out and planned the railroads for the next 10 years," for as he remarked, "if we emerge from this war and the railroads have no large plans for the future, God help them because Washington will have a plan."

Job for Public Relations—Forty years a railroad fan, he observed he has never been more concerned about the future of the industry. Mr. Hungerford envisions an international system, extending from Alaska to Panama. By the year '58, his line would reach Brazil, and by '68 Buenos Aires. His line would be privately owned, but with a certain number of government officers for directors.

S. Kip Farrington, author of "Railroad-

* * * *

American Export Airlines Photo

Loading a Cargo Plane

This Towmotor lift-truck, with its chain of trucks in tow, is engaged in lifting a cargo load to the hatch level of an amphibian plane.

ing from the Head End," was of the opinion that in the future people will remember any hardships they have encountered on the railroads during this period, rather than the enormous job now being done. One thing the railroads will have to combat is the air-mindedness of the children. This is a job for public relations departments, he believes, remarking that the A. A. R. can't be asked to do it all, that the railroads should "sell themselves."

Transandean Line Scheduled to Reopen in March

The 200-mile Transandean meter-gage railroad between Los Andes, Chile, and Mendoza, Argentina, is well on the way to reconstruction and, according to the Office of the Co-ordinator of Inter-American Affairs, may be reopened to through passenger and freight service early in March. When floods in 1934 destroyed a long section of track on this line, traffic was interrupted between Mendoza and Punta de Vacas, in Argentina. Since that time, passengers and freight bound from Chile have been forced to bridge the gap by automobile and truck, which has resulted in prohibitive freight rates and inconvenience to passengers. Normal traffic over the line consists of 40 freight trains, and two passenger trains carrying about 400 passengers weekly.

Certain improvements are now being planned. Chilean and Argentine engineers are considering replacement of the railroad's present two-mile tunnel through the Andes, with a new 13-mile tunnel at a far lower level than the present 10,000 feet. Danger of avalanches and present steep grades would then be eliminated. There are plans also for electrification of 21 miles of track on the Chilean side of the frontier.

Though older equipment will be used for the present, modern three-coach, Diesel-powered trains, with baggage car, buffet and seating capacity for 90 passengers enter into future plans. It is estimated Diesel power would cut the former 12-hr. schedule to 6½ hours.

F. E. P. C. Member Resigns

The resignation of P. B. Young, editor of the Norfolk (Va.) Journal and Guide, from membership on the President's Committee on Fair Employment Practice, of which he was one of the original members, due to the demands of his newspaper work, was announced February 21 by Malcolm Ross, chairman of the committee.

I. C. C. Service Orders

By General Permit No. 1 under Service Order No. 182, the Interstate Commerce Commission has authorized the use of refrigerator cars for the movement of potatoes, other than sweet potatoes, from Florida to any points east of the westernmost boundaries of Texas, Oklahoma, Kansas, Nebraska, South Dakota, and North Dakota, thus substantially extending the territorial limits within which such use was permitted under the order.

Service Order No. 183, effective March 1, limited to 7 days (168 hrs.) the free time allowed before demurrage or storage charges are applicable on freight cars, including refrigerator cars, held at or short of specified ports for unloading shipments consigned or reconsigned for export, coastwise or intercoastal movement, except that the order does not apply to cars loaded with bulk grain, coal and coke. The ports affected are those on the Pacific coast and Hampton Roads, Va., and those north thereof on the Atlantic coast. Tariffs limiting free time to 7 days or less remain in effect. The order applies to interstate, intrastate and foreign commerce.

By amendment No. 2 to Service Order No. 180, effective February 23, the commission has provided that the demurrage charges on refrigerator cars specified in the original order (ranging up to $44 per day) be applied instead of any alternate storage charges previously effective under tariff provisions for the storage of freight in refrigerator cars held at or short of ports for unloading of freight consigned or reconsigned for export, coastwise or intercoastal movement.

Service Order No. 155, prohibiting retop icing of refrigerator cars at Laramie, Wyo., on the Union Pacific, has been set aside by No. 155-A, effective February 22.

Great Lakes Board Meeting

The Great Lakes Regional Advisory Board will hold its twenty-first annual and fifty-eighth regular meeting at Toledo, Ohio, on March 22. George W. Romney, managing director of the Automotive Council for War Production will be the guest speaker at a luncheon. Members of the Executive and Railroad Contact committees of the Board will meet during the morning of March 21 while Freight Loss and Damage committees and April-Perfect Shipping Month Campaign meetings will be held on the evening of March 21.

Sells Vessels to British and Loses "Grandfather" Rights

Water carriers selling their vessels to the British government before the United States entered the war forfeited their "grandfather" rights if the sale resulted in an interruption of service, for the Interstate Commerce Commission has ruled that such interruption was not one over which the carrier had no control. The ruling came in Division 4's report in No. W-6, wherein Lykes-Coastwise Line, Inc., is denied a "grandfather" clause certificate covering operations as a common carrier by water of passengers and commodities generally between Texas ports and the North Atlantic ports of Boston, Mass., Baltimore, Md., and Norfolk, Va.

The "grandfather" date is January 1, 1940, and the report pointed out that Lykes' operations have not been continuous since then; they were suspended in December, 1940, when the applicant's vessels were sold to the British government "for use in the prosecution of the war." The applicant contended that the sale was "in accordance with the policy and program of the United States government," and was thus like those sales at the request of the U. S. government where the commission has uniformly found interruptions of service to be beyond control of the carriers involved.

With this contention the commission disagreed, saying that the record "establishes the British government for some time prior that applicant had been negotiating with to the actual sale and transfer and could have refused offers made by that government."

Likewise did the commission refuse a certificate on the basis of the convenience-and-necessity showing which Lykes also undertook to make at the hearing. "Applicant," it said, "is unable to procure any vessels to fulfill the public need for water carrier service and any claims as to future public convenience and necessity at least are conjectural." This denial is, however, "without prejudice to the filing of a new application under the public convenience and necessity provisions of the act, if and when applicant is in a position to resume service."

To Test Track Scales

The Association of American Railroads and the National Bureau of Standards have developed an arrangement whereby one of the Bureau's scale testing cars will be assigned full-time to the testing of railway track scales in order that all railway master scales and such other important track scales as may be mutually agreed upon shall be tested annually. The Bureau of Standards has sold to the Canadian National Railways its test weight cars Nos. 3 and 4, of 40,000 and 80,000 respectively, which cars have been out of service for more than a year except when one of them was leased for a short period.

Asks F. C. C. to Study Radio's Possibilities on Railroads

Chairman Wheeler of the Senate committee on interstate commerce has suggested to Chairman Fly of the Federal Communications Commission that the possibilities of radio communication in railroad operations might well receive some attention and study by the F C. C. and the Interstate Commerce Commission. The suggestion came in a February 19 letter, a copy of which went to Chairman Patterson of the I. C. C.

"During the past few years," Mr. Wheeler wrote, "we have witnessed an alarming number of major accidents on the railroads of the country. Some of them have amounted to catastrophes, bringing death, injury, and suffering to a great many people.

"The causes of these accidents have varied. It has been suggested to me, however, that some of them might have been prevented if the railroads had been equipped with more efficient signaling devices.

"Will you kindly advise me whether or not the Federal Communications Commission has made any study as to the feasibility and desirability of using short-wave radio communication systems on the railroads, and whether or not radio frequencies are now available for that purpose or will be available in the post-war period?

"If the commission has not made a study and investigation of this matter, it occurs to me that it would be a very desirable thing, in the interest of national safety, that such a study be made by the Engineering Department of the Federal Communications Commission, working in coopera-

tion with the Safety Division of the Interstate Commerce Commission.

"I realize, of course, that aside from the question of the feasibility and practicability of inaugurating such a system of short-wave radio communication, there are technical difficulties that would have to be solved, particularly in view of the very definite limit on the number of radio frequencies now available. It does seem to me, however, that this is a matter that could well receive some attention and study by the F. C C. and the I. C. C."

Representation of Employees

A dispute as to representation for the purposes of the Railway Labor Act of the patrolmen (including extra patrolmen, special patrolmen and special officers) in the police department of the Illinois Central, Yazoo & Mississippi Valley and Gulf & Ship Island has resulted in an election under National Mediation Board procedures in which the National Council Railway Patrolmen's Unions, A. F. of L., was chosen by a majority of the eligible employees of the two roads first named and Frank P. Kennedy was chosen by the single employee voting on the G. & S. I.

The board in 1942 had certified Mr. Kennedy as the representative of these employees of all three companies, the present report indicated, but, it continued, he had entered into no working agreement with the carriers on their behalf until after complaint was filed by the A. F. of L. union leading to the election now reported.

"In preparing the list of eligible voters," the board said further, "the payroll for the last half of September, 1943, was selected to determine the employees who were to participate in the election . . . The carrier, however, submitted the names of 125 former temporary or special patrolmen for inclusion in the eligible list, although they were not on this payroll and were no longer in the service of the police department. It was alleged by Mr. Kennedy and by the carrier that these men had been furloughed and therefore were entitled to vote."

The union contended that the men had been hired for temporary or emergency service, and that their employment had been terminated when they were laid off. The board found on investigation that the employment records on these men did not indicate anything other than that their employment in that department had been terminated, and that some of them were working for the road in other capacities, and on the basis of available evidence formed the opinion that they were not furloughed, since they had no rights of reemployment and no employee relationship with the carrier as police department employees.

With this group of men barred from voting, the election was lost by Mr. Kennedy by a 134-to-52 vote on the Illinois Central and a 20-to-5 vote on the Y. & M. V.

New Haven Supervisors Take Public Relations Course

Seventeen supervisors of the New York, New Haven & Hartford are now being instructed in public relations four days a week, at Grand Central terminal, New York. The training course includes lectures on good will, employer-employee relations, customer relations and the employee's job in relation to the industry, his company and the public. Classes are conducted by Arthur L. Mann, chief, industrial service bureau, New York state department of education.

Mostly, the men in attendance are train and station service supervisors and stationmasters. Upon completion of the two-weeks course, this group will, in turn, qualify as instructors, and similar sessions will be held for New Haven employees throughout the system. Other employees scheduled to receive instruction are station agents, ticket clerks, telephone operators, gatemen, parcel room attendants, receiving clerks, cashiers, trainmen, and others whose duties bring them into contact with the public.

Those in the above group, from left to right, are: William P. Wrinn, passenger train service supervisor (New York); Francis J. Lynch, passenger train service supervisor (Hartford); Robert J. Peloquin, asst. trainmaster (Boston); John L. Simmons, station service supervisor (Boston); Joseph Nelson, boat dispatcher, marine dept.; Richmond H. Woolsey, station service supervisor (Hartford); Gilbert Earle, of the State education department; Leslie R. Hipson, asst. stationmaster (Hartford); Albert J. Geibel, passenger train service supervisor (Providence); Joseph Bloesch, asst. stationmaster (Bridgeport); Arthur L. Mann, leader of the above group; Harry Scott, acting stationmaster (Providence); Roland Rogers, of the State education department; James F. O'Brien, stationmaster (Back Bay); John C. Sullivan, supervisor of station building (New Haven); Frank J. Cronan, station service supervisor (New Haven); William A. Smith, passenger train service supervisor (Boston); G. Emil Bagre, stationmaster (New Haven).

Other elections under N. M. B. procedures resulted in the selection of the Switchmen's Union of North America to represent the yardmen (foremen and helpers) of the Kansas City Southern in the place of the Brotherhood of Railroad Trainmen, the vote being 111 to 101; in the choice of the Brotherhood Railway Carmen of America (A. F. of L.) to represent the carmen and helpers of the Northampton & Bath; and in certification of the National Council Railway Patrolmen's Unions, A. F. of L., to represent patrolmen (watchmen) in the police department of the Chicago & Illinois Western.

Post-War Highway Bill

Representative Miller, Republican of Connecticut, recently introduced in the House a bill (H.R. 4170) to implement the proposed post-war interregional super-highway program outlined in the report of the National Interregional Highway Committee, of which Thomas H. MacDonald, federal commissioner of public roads, is chairman.

This report, as noted in *Railway Age* of January 15, page 215, called for the construction of about 34,000 miles of rural and urban highways as a national network of express roads. The bill would require that the states or their subdivisions match federal appropriations for the purpose, and it would authorize the appropriation of one billion dollars of federal funds annually for three successive post-war years to be apportioned among the states on a three-way basis, the most important factor being the individual states' proportion of demobilized service men.

Ayres Sees Railroads Handling 60% of Post-War Traffic

Brig. Gen. Leonard P. Ayres, economic advisor to the presidents of the Chesapeake & Ohio and its affiliated roads, estimates that the railroads may handle about 60 per cent of the country's transportation load, in the decade following the war.

In the March issue of Tracks, C. & O. magazine, he writes that the railroads are now handling two-thirds of the nation's "swollen volume of transportation." In the boom year of 1929 they handled 70 per cent of the total load, and in the low volume year of 1938, 56 per cent. These percentages are based on the transportation index of the Department of Commerce, which includes both passenger and commodity traffic, and takes into account transportation by railroads, urban transit lines, intercity buses and trucks, pipelines, vessels and airplanes.

Unless air lines are heavily subsidized by public funds, General Ayres believes it unlikely they will make further inroads on railroad transportation. Terming them the "most dynamic factor in national transportation," he points out also that "fifteen years ago their share of the total transportation load was one-tenth of one per cent." Though it has rapidly and steadily increased, by 1940, it was still only 1.3 per cent. He does expect, though, that after the war is over the planes will carry "more passengers, more mail, more express, and some freight."

General Ayres further believes that traffic diverted to the rails from coastwise and intercoastal ships will be restored to their customary ocean lanes when peace is declared. Also, it is his opinion that railroads will lose to the pipelines much of the petroleum and gasoline traffic they have been handling. He does not expect any important gains for buses and trucks in competition with the railroads.

"Intercity motor buses and trucks were doing eight per cent of the nation's transportation job in 1929, and they doubled that proportion by 1940," General Ayres writes. "They did 15 per cent of it last year. The large carrier lines in those classes are now regulated by the Interstate Commerce Commission. They will remain important factors in their fields, but it may well be doubted that they can make important future gains in competition with the railroads."

Concluding that the future of the railroad industry depends on how large a proportion of the nation's total transportation load it can hold as its share, he adds that "now is the time to make plans to hold as much of it as possible."

One Classification Gets Little Support

(*Continued from page 431*)

iners erred, the brief pointed out also, in their finding that the record contained a "voluminous showing of adverse effects of non-uniformity" on shippers, and erred further in the assumption that the proposed unification of ratings can be effected without some interests being badly hurt.

Like many other briefs filed in this proceeding, that of the southern roads took the position that the methods of attaining classification uniformity that were proposed by the examiners do not meet the requirements of law and are seriously defective in the use made of the existing exceptions.

"Extra-Judicial" Pressure — The views of the governors of the six New England states, the New England Traffic League, and organizations representing various industries in that section were expressed in a brief that singled out particularly as "wholly unwarranted" the examiners' findings that (1) territorial differences in classification ratings generally produce differences in the charges paid by shippers in different territories for the same articles, and that (2) such territorial differences are unjustified. The proposed report erred further, said this brief, in finding no justification for differences in territorial classification ratings, and in failing to find that no competitive relationship exists between persons, regions, districts, or particular traffic where preferences allegedly were found. The existence of "extra-judicial" pressures in the direction of uniformity of classifications and class rates calls for particular caution in the consideration given these questions, the New England interests argued.

Exception to the examiners' report was taken by the Railroad Commission of California on the grounds that (1) this time of war is not an appropriate time for imposition of a new classification, that (2) differences in ratings in terms of percentage relations between the class rates of different territories do not necessarily result in undue preference or prejudice, and that (3) the examiners' method for unifying ratings is objectionable on various grounds. In theory, however, and under normal conditions, classification uniformity would have this commission's support, the brief indicated. The state of Ohio, on the contrary, was flatly opposed to uniform classification.

South Is Critical—A "steering committee" speaking for Arkansas, Kansas, Oklahoma, Texas and that part of Louisiana west of the Mississippi river agreed in principle with the uniform classification proposal, but objected to certain phases of the examiners' plan for effecting it. The New Orleans Joint Traffic Bureau, on the other hand, expressed vigorous objections to the examiners' consideration of exceptions and commodity rates, even indirectly, in developing a formula for or a rationalization of their program for attaining uniformity, pointing out that an understanding had prevailed that traffic moving under such exceptions or commodity rates would not be affected by the outcome of this investigation, with the result that many shippers whose interests now appear to be involved had not taken part in the proceedings.

The National Furniture Traffic Conference also attacked the treatment of exceptions in the proposed report, asserting that shippers and traffic moving under exceptions would be "severely prejudiced" by what it asserted constituted a procedure to "wrench exceptions from their peculiar controlling conditions and thrust them into a classification whose justifying conditions are wholly foreign and repressive to the exceptions."

Brazil Makes Own 45-Lb. Rails

The Brazilian steel industry, which has attained importance only since 1937, is now turning out 45-lb. rails for use on the country's railways. According to the Office of the Co-ordinator of Inter-American Affairs, the rails are being made at the plant of the Companhia Siderurgica Belgo-Mineira, at Monlevade.

There is at present under construction a new plant, the Volta Redonda, 80 miles inland from Rio de Janeiro, where rails in excess of 65 lb. will be made. When this plant is completed, late this year or early in 1945, Brazil's own steel industry will be able to supply 70 per cent of her needs, instead of the present 35 per cent.

I. C. C. Approves Pooling of Refrigeration Earnings

The Interstate Commerce Commission, Division 3, has approved an arrangement among railroad proprietors of the Fruit Growers Express Company "for the distribution among themselves of the net gain or loss resulting from the protective service furnished in connection with interline shipments initially placed under refrigeration on the lines of petitioners and moving under section 2 of the Perishable Protective Tariff." The report in No. 29008 finds that the arrangement "will be in the interest of better service and will not unduly restrain competition"; and permits it to become ef-

fective in connection with traffic moved on and after January 1, 1942.

Thirty-six of the 37 carriers which are proprietors of F. G. E. are participants in the pool. The Louisville & Nashville did not join, but offered no opposition.

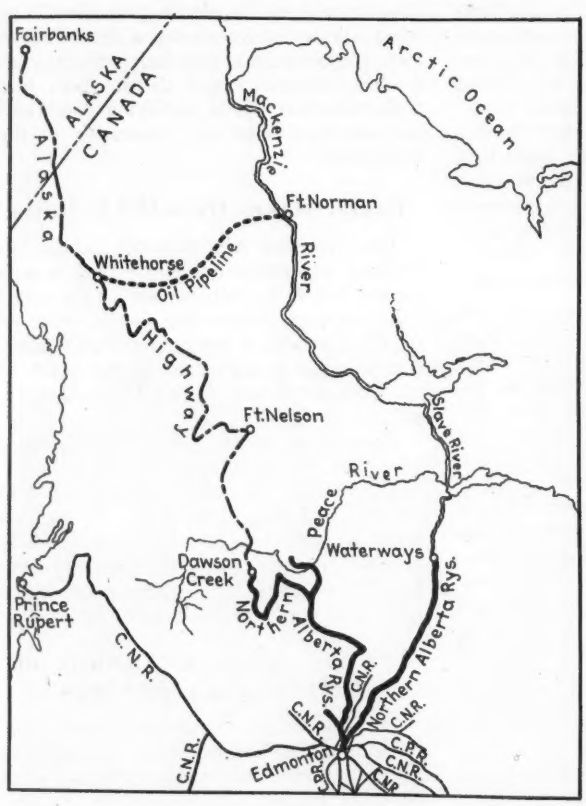
Northern Alberta Rys. Share in Development of "New North"

The continent's northernmost directly-connected rail line, the Northern Alberta Railways, linking the Peace River region by rail with Edmonton, is now contributing to the development of that section known as the "New North," which encompasses the Alaska Highway and the Fort Norman oil wells. Incident to this development, the railroad is enjoying unprecedented traffic and earnings. Its present operations, as well as a brief outline of its history, are set forth in an article, "Down North with the N. A. R," appearing in the January issue of the Canadian National Magazine.

It is revealed that in March, 1942, the N. A. R. was called upon to "shoulder an enormous burden." This was the "adventure of the Alaska Highway." Extra trains rolled into Edmonton, Alberta, terminus for both branches of this V-shaped railroad, which is just short of 1,000 miles in length. These trains bore men and equipment of the U. S. Army and the Public Roads Administration. There were forces of Canadian and United States contractors, explosives, oil, gasoline, lumber, knockdown houses, tents, clothing and food. Northwest of Edmonton 490 miles was Dawson Creek, southern terminus of the Alaska Highway, and the most distant point on the western arm of the N. A. R. The village mushroomed from a population of 800 to 5,000. In order to accommodate this new surge of traffic, the railroad, with the help of its parent companies (the Canadian National and Canadian Pacific) added 30 locomotives, bringing the total to 46. New tracks were laid and station facilities and railway staff were enlarged. Just prior to August, 1942, the Northern Alberta Railways had operated two passenger trains a week between Edmonton and Dawson Creek. By the end of November, the service was made daily, and so great was passenger and express traffic, that for six month following, these daily trains had to be operated in two sections, twice or three times weekly. Gross ton-miles in 1942 rose to 834,000,000, nearly double the 1941 figure. Today the train makeup averages 14 to 16 coaches, exclusive of freight cars.

Simultaneous with its handling of the Alaska Highway traffic, the Dawson Creek branch has carried its regular grain and live stock shipments. Size of these loads will be indicated by the grain figures for the year ending July 31, 1940, 18,711,826 bushels being transported during that time. In 1942, livestock shipments alone required 3,502 cars, the total animals carried being approximately 243,085.

The eastern branch of the Northern Alberta Railways, extending 305 miles from Edmonton to Waterways, which is situated on the Athabaska river, became launched on another war project about the same time as the Dawson Creek line began its Alaska Highway haul. The Waterways project, in which thousands are now at work, has involved the transporting of men and materials for the laying of a 4-in. pipeline 500 miles across the country, between Fort Norman (located on the Mackenzie river, and 1100 miles north of Waterways) and Whitehorse in the Yukon.



The Waterways line has maintained its peace-time traffic, as well. In 1943, it carried out 890 carloads (about 22,250 tons) of salt from the deposits near the railhead at Waterways. Over this branch, too, have been carried as much as half a million pounds of fish in a year.

The Canadian National and Canadian Pacific, the article reveals, acquired the railways from the Alberta government July 1, 1929, when they were incorporated by Dominion statutes as the Northern Alberta Railways.

Freight Car Loading

Loadings of revenue freight for the week ended February 19 totaled 775,692, the Association of American Railroads announced on February 24. This was a decrease of 19,570 cars or 2.5 per cent below the preceding week, an increase of 23,673 cars or 3.1 per cent above the corresponding week last year, an an increase of 1,272 cars or 0.2 per cent above the comparable 1942 week.

Loading of revenue freight for the week ended February 12 totaled 795,262 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, February 12

District	1944	1943	1942
Eastern	154,727	151,249	165,136
Allegheny	177,152	168,844	174,707
Pocahontas	57,523	55,915	48,439
Southern	123,881	124,667	125,715
Northwestern	87,231	77,119	92,897
Central Western	122,018	113,315	115,743
Southwestern	72,730	74,162	60,064
Total Western Districts	281,979	264,596	268,704
Total All Roads	795,262	765,271	782,701
Commodities			
Grain and grain products	54,352	48,215	38,745
Live stock	14,814	12,442	11,197
Coal	187,352	178,415	154,725
Coke	15,050	15,603	14,102
Forest products	44,600	38,324	47,603
Ore	13,964	14,025	12,920
Merchandise l.c.l.	99,385	94,071	151,517
Miscellaneous	365,745	364,176	351,892
February 12	795,262	765,271	782,701
February 5	806,075	755,514	783,962
January 29	811,062	734,670	815,565
January 22	798,722	703,294	818,081
January 15	780,220	755,498	811,327
Cumulative Total, 7 Weeks	5,397,814	5,052,596	5,425,142

In Canada—Carloadings for the week ended February 13 totaled 66,771 compared with 67,802 cars for the previous week and 60,339 cars for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

Total for Canada	Total Cars Loaded	Total Cars Rec'd from Connections
Feb. 12, 1944	66,771	38,098
Feb. 5, 1944	67,802	39,272
Jan. 29, 1944	69,158	39,079
Feb. 13, 1943	60,339	37,689
Cumulative Totals for Canada		
Feb. 12, 1944	404,473	228,544
Feb. 13, 1943	349,834	214,418
Feb. 14, 1942	371,473	189,267

A. R. E. A. Plans War-Time Meeting

The American Railway Engineering Association will present a program dealing with the most pressing needs of its members in these difficult days at its forty-fourth annual meeting at the Palmer House, Chicago, on March 14-16. Differing from the procedure in previous years when primary consideration has been given to the presentation of reports by the twenty-five standing committees, these reports will be interspersed this year with addresses by prominent authorities on labor, materials and post-war problems.

The sessions on Tuesday afternoon will be devoted to the critical shortage of labor with an address on the Over-All Picture by H. L. Carter, director of employment and claims, Railway Retirement Board, who is heading up the government organization that has been developed to co-operate with the railways in opening up new sources of labor. This address will be supplemented by more specific addresses dealing with the possibilities of Mexican Nationals, by T. A. Blair, assistant chief engineer, A. T. & S. F.

News Department continued on next left-hand page

The Proof of the Pudding

If the proof of the pudding lies in the eating, then the surest proof of the great improvements made in the design of the modern steam locomotive will be found in the measure of its increased performance today.

The year 1943 saw all railroad records broken. Passenger-miles reached 85,000,000,000 as against less than 35,000,000,000 in 1917—the year we entered World War I. Freight-ton miles ran to 725,000,000,000, as against less than 365,000,000,000 in 1916. And all this vastly increased service was rendered by only about two-thirds the number of locomotives then in use!

In the great improvements which have been made in modern steam locomotive design, Lima has played a most important part. Developments now in progress give promise of further great advances in efficiency and capacity when present wartime restrictions on design and materials come to an end.

LIMA LOCOMOTIVE WORKS — LIMA LOCOMOTIVE WORKS INCORPORATED — INCORPORATED, LIMA, OHIO

System, and of high school boys, by W. G. Powrie, engineer maintenance of way, C. M. St. P. & P. System.

The session on Wednesday afternoon will be devoted to materials and will be opened by an address on the Over-All Picture by Albert C. Mann, director, Transportation Equipment Division, W. P. B., and will be followed by a symposium on measures to meet existing shortages in (1) Track Materials by A. A. Miller, chief engineer maintenance of way and structures, M. P.; (2) Bridge Materials by A. R. Wilson, engineer bridges and buildings, Penna.; (3) Building Materials by A. L. Sparks, architect, M-K-T Lines; and (4) Water Service Materials by A. B. Pierce, engineer of water supply, Southern.

At a session on Thursday forenoon, consideration will be given to post-war problems of maintenance officers with Col. Ralph Budd, president, Burlington Lines, speaking on Post-War Problems and Opportunities for the Railways, followed by C. E. Smith, vice-president, N. Y. N. H. & H., who will speak on The Post-War Challenge to Engineering and Maintenance Officers.

Joseph B. Eastman, director of the O. D. T., will address the association at its annual luncheon on Wednesday noon. The program in detail follows.

Tuesday Morning, March 14

Convention called to order
Address by H. R. Clarke, President (chief engineer, Burlington Lines)
Reports of Secretary and Treasurer
Address on The Task Before Us, by J. M. Symes, vice-president, Western Region, Pennsylvania Railroad
Reports of Committees on
- Signals
- Electricity
- Economics of Railway Location
- Yards and Terminals

Tuesday Afternoon

Labor—The Number One Problem

Report of Committee on Economics of Railway Labor
Address on The Over-All Picture, by H. L. Carter, director, Bureau of Employment and Claims, Railway Retirement Board
Symposium on Expedients that have been tried
1—Mexican Nationals
T. A. Blair, assistant chief engineer, A. T. & S. F. System
2—High School Boys
W. G. Powrie, engineer maintenance of way, C. M. St. P. & P.
Discussion
Reports of Committees on
- Maintenance of Way Work Equipment

Wednesday Morning, March 15

Reports of Committees on
- Highways
- Roadway and Ballast
- Track
- Rail

Annual Luncheon

Address by Joseph B. Eastman, director, Office of Defense Transportation

Wednesday Afternoon

Materials—The Number Two Problem

Address on The Over-All Picture, by Albert C. Mann, director, Transportation Equipment division, War Production Board, Washington, D. C.
Symposium on Measures to Meet Existing Shortages in
1—Track Materials, by A. A. Miller, chief engineer Maintenance of Way and Structures, Missouri Pacific
2—Bridge Materials, by A. R. Wilson, engineer bridges and buildings, Pennsylvania
3—Building Materials, by A. L. Sparks, architect, Missouri-Kansas-Texas Lines
4—Water Service Materials, by A. B. Pierce, engineer of water supply, Southern Railway
Discussion
Reports of Committees on
- Buildings
- Water Service

Wednesday Evening

Buffet dinner tendered by National Railway Appliances Association
Address on The Contribution of Railway Men to the War Effort in the Combat Zones, by Lt. Col. Ralph E. Sherer, chief maintenance of way officer, Headquarters Staff, European Theater, Military Railway Service

Thursday Morning, March 16

Reports of Committees on
- Ties
- Wood Preservation

The Railways Look Post War
Report of Committee on Co-operative Relations with Universities
Address on Problems and Opportunities for the Railways, by Ralph Budd, president, Burlington Lines
Address on The Challenge to Engineering and Maintenance Officers, by C. E. Smith, vice-president, N. Y., N. H. & H.
Reports of Committees on
- Iron & Steel Structures
- Wood Bridges
- Clearances
- Impact

Thursday Afternoon

Reports of Committees on
- Records and Accounts
- Masonry
- Waterproofing

Closing Business

November Bus Revenues 24.6 Per Cent Above 1942

Class I motor carriers of passengers reported November, 1943, revenues of $30,672,123, as compared with $24,626,129 in November, 1942, an increase of 24.6 per cent, according to the latest compilation prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics from 172 reports representing 177 bus operators. Passengers carried increased 26.3 per cent, from 36,733,818 to 46,407,094.

The breakdown by regions of the bus revenue and traffic figures, which exclude data on charter or special party service, is given in the accompanying table.

District and carrier	Passenger revenue		Passengers carried	
	November 1943	November 1942	November 1942	November 1942
New England Region	$1,241,400	$1,274,002	$3,727,498	$3,467,042
Middle Atlantic Region	2,917,855	2,531,079	6,533,532	5,532,952
Central Region	4,255,586	3,317,854	7,953,290	5,756,525
Southern Region	8,345,824	6,966,794	12,121,744	9,672,752
Northwestern Region	858,539	637,390	748,387	540,048
Mid Western Region	2,771,081	1,955,015	2,218,223	1,667,713
Southwestern Region	5,457,725	4,229,090	7,120,125	5,717,871
Rocky Mountain Region	412,368	310,924	308,250	198,138
Pacific Region	4,411,745	3,403,981	5,676,045	4,180,777

Conn Pleads for Economy in Transportation

There can be no solution of the transportation problem which will preserve private ownership in the post-war period, if regulation continues to promote the disastrous competitive war between types of carriers, according to Donald D. Conn, executive vice-president of the Transportation Association of America, in an address before the Waukegan, Ill., Chamber of Commerce and Service Clubs on February 18. Too many groups within the industry, he said, are more interested in their own autonomy than in applying economic reasoning to the transportation problem as a whole.

Saving the Customer's Money — "Transportation facilities are tools," Mr. Conn continued; "One contracting transportation company competing with another should be privileged to use any tool which will most efficiently and effectively do the job at the cheapest price to the buyer. The shipper is interested in having the job done well. He cannot expect the maximum of service or the lowest rates if he supports a national attitude which keeps each form of transport in its separate legislative straitjacket—tools of one denied to the other—regardless of how or where they could best be fitted in to accomplish the task at hand.

"Many of our great manufacturing industries are producing transportation facilities of all kinds. The same companies, through the principle of common ownership, manufacture automobiles, trucks, Diesel engines for railroads, Diesel engines for boats and airplanes for the air.

"Common ownership of all types of transportation facilities is the very backbone of our system of private transportation—and private transportation is the controlling competitive influence upon common carrier transportation. Our large industries own and operate fleets of trucks, boats on inland waterways, ships in inter-coastal service, private car lines on the railroads, and some own and operate pipe lines—each facility is used where it is less costly and more efficient, with the whole public as the beneficiary.

There Is No Transport Policy—"And yet we deny, or seriously restrict, this principle of common ownership in common carrier transportation. The fact is that we have no policy whatever in dealing with this industry.

"On the one hand we are engaged in punitive and restrictive assault by enforcing anti-trust laws—on the other, we attempt to apply efficient regulation.

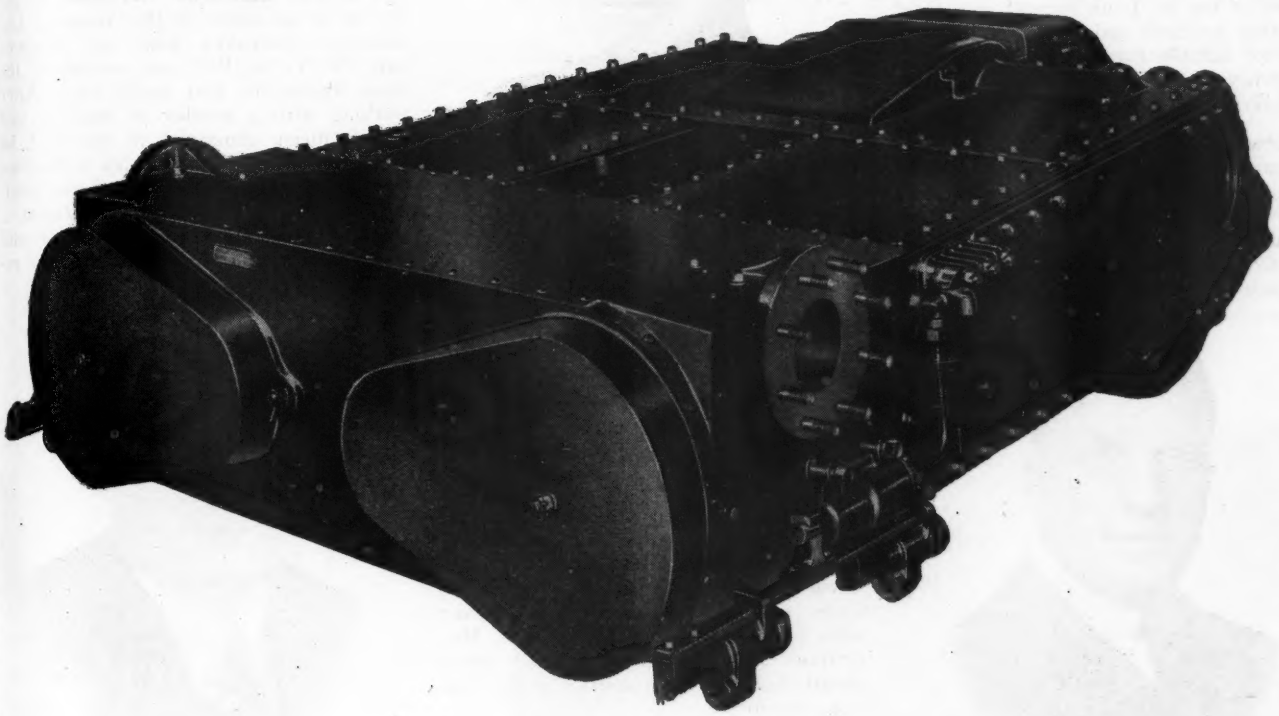
"Is regulation so weak and meaningless that it must be supported by disastrous and wasteful application of the competitive principle which, in itself, destroys the very purpose of regulation?

Either Use Sense, or Expect Socialism—"The American public must resolve its attitude toward transportation before it is too late. If we continue the crazy-quilt of regulation which we are attempting now, we will drive this industry into government ownership in the post-war period; and this means that we will pass over to an already entrenched bureaucracy another 20 per cent of the invested capital of this country—a weapon which can be used to regiment all basic industry into a pattern of state socialism.

"As a research and educational institution, the Transportation Association seeks to determine the facts relative to the issues involved in the problem and to suggest the principles of a long term national policy which will permit this industry to live as a profitable private enterprise. The Association is concerned in the orderly development of all types of transportation facilities, each used in the particular sphere for which it is adapted most economically."

News Department continued on next left-hand page

THE NEW Type "E" Booster*



is very economical in its use of steam

The short cut-off of the new Type "E" Booster takes full advantage of the expansive properties of the steam and effects marked economies in steam consumption.

The new Type "E" Booster has cast steel cylinders, with integral inlet and exhaust manifolds. The large steam and exhaust passages give maximum inlet pressures and minimum back pressures. A new design of ball joint with self adjusting packing and large passage areas insures the free flow of steam to and from the Booster.

For each Booster application the proper gear ratio is selected for a given boiler pressure, wheel diameter and adhesive weight to obtain maximum Booster power.

*Trade Mark Reg. U. S. Pat. Off.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.
NEW YORK • CHICAGO
In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

Supply Trade

A patrol vessel, built by the **Pullman-Standard Car Manufacturing Company** for the Navy and launched on February 22, has been christened the George M. Pullman in honor of the founder of the Pullman Company.

For the second consecutive year, the St. Louis Foundry of the **American Car & Foundry Co.** has won the Stevenson safety trophy, awarded by F. A. Stevenson, senior vice-president in charge of operations, among the company's plants. The record of the St. Louis foundry was three lost-time accidents and a total of 142 days lost for 829,338 man-hours worked, or a frequency rate of 3.62 and a severity rate of 0.17.

Edwin Hodge, Jr., president of the Greenville Steel Car Company, has been elected president of the **American Railway Car Institute** to succeed **J. F. MacEnulty,** president of the Pressed Steel Car Company, who had held that office for the past ten years. **R. A. Williams,** vice-

Edwin Hodge, Jr.

president of the American Car & Foundry Co., was elected an official of the institute to succeed the late W. E. Hedgcock.

Alton Parker Hall, assistant manager of sales of the New York office of the Bethlehem Steel Company, has been appointed assistant general manager of sales of the **American Chain & Cable Co.,** with headquarters in New York. During the first world war, Mr. Hall served as an officer in the field artillery reserve corps of the Army. He was graduated from Princeton University in 1922 and joined the Bethlehem Steel Company in that year, subsequently serving in the operating and sales departments. He was appointed assistant manager of sales of Bethlehem's New York office in 1938.

Russell M. Allen, general manager of sales of the **Allegheny Ludlum Steel Corporation,** has been elected vice-president in charge of sales. Mr. Allen entered the employ of the Allegheny Steel Company in January, 1920, as a production man in the mill. Two years later he entered the sales department and in 1923 was transferred to Detroit, Mich., as a member of the sales organization in that city. After two years of service in Detroit he was made district manager of the Chicago territory which position he held until 1934 when he was appointed assistant sales man-

Rusell M. Allen

ager at Brackenridge, Pa. He held this position through the merger and formation of the Allegheny Ludlum Steel Corporation in 1938 and in 1940 was promoted to general manager of sales.

William T. Carey has been appointed to the newly-created position of director of Sales, transportation finishes, for the **Pittsburgh Plate Glass Company,** with headquarters in Pittsburgh, Pa. Mr. Carey was the company's railway paint sales representative in the St. Louis, Mo., territory from 1928 to 1935, and subsequently held the same position in the Chicago territory.

T. D. Moore, sales engineer of the **Farrell-Cheek Steel Company,** Sandusky, Ohio, has been promoted to manager

T. D. Moore

of the newly-created railway division. Mr. Moore was born in Sandusky, Ohio in 1905. He entered the employ of the Farrell-Cheek Steel Company in 1923 and during the 21 years has had progressive promotions in the shipping, production, sales and engineering departments. Since 1929 he has served as sales engineer directing the company's contacts with a number of railroad and railroad equipment builders.

Kreston T. Sorensen has been appointed assistant to the president of **William Sellers & Company, Inc.** Mr. Sorensen was recently in charge of the design of ordnance weapons and material for the Ordnance Department, having charge of the engineering section located at the Franklin Institute. Until 1941, he was associated with the Baldwin Locomotive Works, in charge of the design and engineering of the 60-ton tank. Mr. Sorensen was born in Denmark. He began his career as an apprentice in the American Locomotive Company's plant at Schenectady, N. Y., in 1916, and served in the Navy during the first world war. After working with a number of machine tool manufacturing companies in the west, he joined the Southwark Foundry & Machine Co. as engineer in charge of special products in 1923. He later went to Russia to supervise the installation of rolling mill equipment, and, in 1932, assisted in the re-

Kreston T. Sorensen

organization of the Kharkov Tractor plant. He was in charge of the engineering and installation of special aircraft equipment for his company in France in 1938, and returned to the United States in 1939 to take charge of heavy tank design for Baldwin.

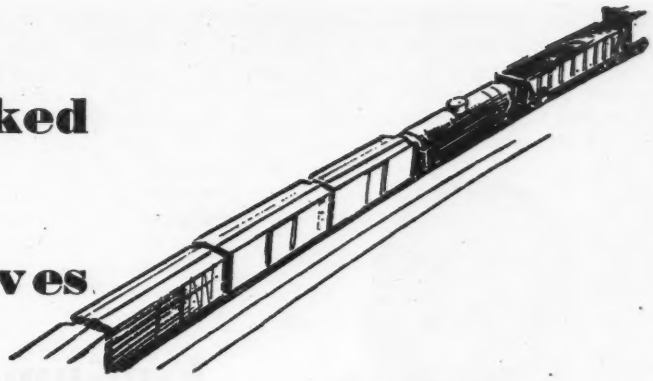
Roger C. Bascom, formerly with the Standard Products Company, has been appointed to the technical service staff of the **Hycar Chemical Company,** to serve the New England, eastern New York and northern New Jersey territories.

George W. Hinds, purchasing agent of the **Lamson & Sessions Company,** has been appointed director of purchases, and **Frank DeCrane,** assistant purchasing agent, has been appointed purchasing agent.

John E. Rovensky has been elected chairman of the executive committee of the **American Car & Foundry Co.** Mr. Rovensky has been a director of a.c.f. since July, 1940. He has resigned his position as a vice-president of the National City Bank of New York, in order to give full time to his new duties. Mr. Rovensky was

News Department continued on next left-hand page

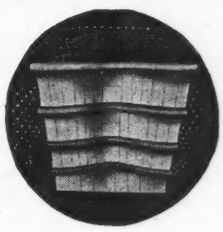
THE HARDER
The Locomotive Is Worked
THE MORE
The Arch Brick Saves



When locomotive runs were short and train speeds slow, the Security Arch showed substantial fuel savings . . . With modern operation, involving long runs at high speeds, the Security Arch shows a greater economy . . . Today the Security Arch costs less per 1,000 ton miles and is a more important fuel saving factor than it was when the service was less severe.

HARBISON-WALKER REFRACTORIES CO.

Refractory Specialists



AMERICAN ARCH CO.
INCORPORATED
60 EAST 42nd STREET, NEW YORK, N. Y.

Locomotive Combustion Specialists

born in Nova Scotia. He began his career as a messenger with the First National Bank, of Pittsburgh, Pa., and was later appointed assistant cashier. He organized and became a partner in Rovensky & Company, private bankers, in 1912. He joined

John E. Rovensky

the National Bank of Commerce in New York in 1913, and was a vice-president of that bank from 1915 to 1926. He subsequently joined the Bank of America as first vice-president, and was later elected vice-chairman. He has been a vice-president of the National City Bank of New York since 1932. Mr. Rovensky was director of the Stable Money Association of America, and is a former president and member of the executive committee of the Academy of Social Science.

Walter J. Cummings, chairman of the board of the Continental Illinois National Bank & Trust Co., of Chicago, also has been elected a member of the executive committee, which was enlarged from three to five members at the February meeting of the American Car & Foundry Co.'s board of directors.

Stanley H. Smith, manager of railway sales of the **Philadelphia Steel and Wire Corporation,** Philadelphia, Pa., has been elected vice-president. Mr. Smith will continue to serve as president of Stanley H. Smith & Co., Cleveland, Ohio, and as vice-president of Eastern Railway Supplies, Inc., New York. Mr. Smith was born in Toronto, Ont, on August 4, 1886, and was educated at the University of Pennsylvania and Drexel Institute. He entered sales work on April 1, 1906, with the Pennsylvania Steel Company and remained with this company until June 1, 1917, when it was acquired by the Bethlehem Steel Company. He continued with the latter company and later was promoted to sales manager at Cleveland. He resigned on April 1, 1921, to establish a manufacturers agency and in 1929 incorporated Stanley H. Smith & Co. Later he was elected vice-president of Eastern Railway Supplies, Inc.

OBITUARY

Melvin B. Pattison, chairman of the board of directors of the Industrial Brownhoist Corporation, died on February 11, in Bay City, Mich. He was 79 years of age. Mr. Pattison joined the Brown Hoisting Machinery Company of Cleveland, Ohio, as a salesman in 1901, and subsequently was appointed sales manager and vice-president and general manager. When the Brown Hoisting Machinery Company merged with the Industrial Works of Bay City, in 1927, he was appointed vice-president and general manager of the new corporation. He was elected president in 1934, and chairman of the board in April 1939.

Equipment and Supplies

Denver & Rio Grande Western Budget $6,387,171

Betterments to roadway and equipment planned by the Denver & Rio Grande Western for 1944 total $6,387,171. This amount includes $3,817,083 approved by the District Court on January 21, $827,000 authorized for the construction of the Tennessee Pass tunnel and $1,743,088 previously authorized for the 1944 general rail improvement program.

The principal items of the budget which is a continuance of the long-range rehabilitation program started in 1935 are as follows: New freight cars $764,710; additional yard tracks, sidings and industry tracks, $552,803; freight and passenger stations and office buildings, $537,318; bridges, trestles and culverts, $307,636; signals and interlocking plants, $289,164; shop buildings and engine houses, $253,177; shop machinery and tools, $251,580; and improvements to existing equipment, $275,975.

The proposed car equipment includes 200 stock cars, $693,400; 10 caboose cars, $53,390; the conversion of old box cars into outfit cars, $47,000 and the construction of 10 narrow gage flat cars, $12,920.

SIGNALING

THE UNION SWITCH & SIGNAL CO. is furnishing the Electro-Motive Division of the General Motors Corporation with cab signal and train control equipment, involving four sets of 4-indication code cab signal equipment, for installation on new Diesel freight locomotives now being built for the Chicago, Rock Island & Pacific. These equipments are of the same type as are now in service on the territory between Chicago and Rock Island. Also involved are six sets of 3-indication cab signal and speed control equipment for installation on Diesel freight locomotives which are being built for the Atlantic Coast Line. These equipments are similar to those now in service on the A. C. L. Diesel locomotives and are for operation in train control territory on the Richmond, Fredericksburg & Potomac between Richmond, Va., and Washington. Further, Union is supplying Electro-motive with four sets of composite 2-indication cab signal and intermittent train stop equipment for installation on Diesel freight locomotives now being built for the Boston & Maine. These equipments are designed for operation on the B. & M. in the cab signal territory between Boston, Mass., and Greenfield and in the intermittent train stop territory through Hoosac Tunnel.

THE CHESAPEAKE & OHIO has placed orders with the Union Switch & Signal Co., covering the necessary signal materials, including code equipment for remote control crossovers, electrically-locked switches and reverse traffic signaling, on two sections of the double track line between Richmond, Va., and Newport News. One installation involves the territory between Fort Lee and Fulton, a distance of 7 miles while the other is from "XA" Cabin, Newport News to Oriana, a distance of 11 miles. Functions adjacent to the towers will be direct-wire controlled by a style "C" control machine installed in the "R" tower of the Fulton section, and by a similar machine in the "XA" cabin of the other section, while the outlying functions will be code controlled. The orders include, in addition to the control machines and code equipment, color light signals, style M-2 switch movements, electric switch locks, relays, rectifiers and housings. The installation work for both projects will be handled by the railway company's regular construction forces.

Construction

SEABOARD AIR LINE.—This railroad has authorized and contracted for the construction of concrete trestles, at Chester, S. C., at estimated cost of $30,000, and for the construction of a signal storehouse, at Hamlet, N. C., at estimated cost of $25,000.

WAR DEPARTMENT.—The U. S. Engineer office, Denver, Colo., has awarded a contract, amounting to $25,757, to the Peter Kiewit Sons Company, Omaha, Neb., for the construction of railroad sidings in Colorado.

Abandonments

FORT SMITH, SUBIACO & ROCK ISLAND.—This road has applied to the Interstate Commerce Commission for authority to abandon its line from a point near Scranton, Ark., to Paris, about 16 miles.

MINNEAPOLIS, ANOKA & CUYUNA RANGE.—This road has applied to the Interstate Commerce Commission for authority to abandon about 13 miles of its electrified line from a point near Nelson, Minn., to Anoka. This line has been requisitioned by the Metals Reserve Co., the application indicated, and its actual dismantling was begun November 8, 1943.

WHITE SULPHUR SPRINGS & YELLOWSTONE PARK.—This road has applied to the Interstate Commerce Commission for authority to abandon its entire line from White Sulphur Springs, Mont., to Dorsey, 19.22 miles, and to abandon operation of a line from Dorsey to Ringling, 5.42 miles, leased from the Chicago, Milwaukee, St. Paul & Pacific.

News Department continued on next left-hand page

Put a charge on locomotive absenteeism caused by the continued use of old superheater units and you will discover that such charges soon amount to the cost of remanufacturing the old units. Remanufactured units eliminate absenteeism that is caused by unit trouble.

Standardize on the Elesco service for remanufacturing old superheater units.

A-1637

SUPERHEATERS • FEEDWATER HEATERS
AMERICAN THROTTLES • STEAM DRYERS
EXHAUST STEAM INJECTORS • PYROMETERS

THE SUPERHEATER COMPANY

Representative of
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Montreal, Canada
THE SUPERHEATER COMPANY, LTD.

Financial

ALTON.—*Louisiana & Missouri River Reorganization.*—The Louisiana & Missouri River, controlled by the Alton through stock ownership, has filed with the Interstate Commerce Commission its proposal that it be reorganized in connection with the pending reorganization of the Alton.

ALTON.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue promissory notes in evidence of the unpaid balance on conditional sales contracts for the purchase from the American Locomotive Co. of ten 1,000-h. p. Diesel-electric switching locomotives at a cost of $78,500 each, upon which a cash payment of 20 per cent is to be made upon delivery, the balance being payable in monthly installments over a 5-year period, with interest at 1¾ per cent per annum.

BALTIMORE & OHIO.—*Contingent Interest Payments.*—The Baltimore & Ohio has appropriated $9,612,858 out of its 1943 income for contingent interest payments on March 15 on the several issues of system bonds. With this distribution, all interest made contingent under the company's 1938 plan for modification of interest charges and maturities, and accrued to December 31, 1943, will be paid. Under the plan, the interest was payable on or before May 1, 1944. Payments on each $1,000 bond were apportioned among the several issues as follows: refunding and general mortgage 5 per cent bonds, (series A-D-F), $40; refunding and general mortgage 6 per cent bonds, (series C), $48; consolidated mortgage 4½ per cent bonds of the Buffalo, Rochester & Pittsburgh, $15; first mortgage 5 per cent bonds of the Cincinnati, Indianapolis & Western, $20; first mortgage 5 per cent bonds, $10; Southwestern division 5 per cent bonds, $15; and thirty-year convertible 4½ per cent bonds, $45.

The railroad's 1943 income available for interest under the plan amounted to $57,397,923, from which there was deducted $17,240,434 for fixed interest. Of the balance, $5,052,480 was appropriated to the capital fund, $9,612,858 for payment of the contingent interest and $19,119,113 for sinking fund purposes, leaving remaining available net income for the year of $6,373,038.

CANADIAN PACIFIC—*New Director.*—George W. Spinney, president of the Bank of Montreal, has been elected a director of the Canadian Pacific to fill the vacancy created by the death of Sir Edward Beatty.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—*Equipment Issue Awarded.*—The First National Bank of Chicago has been awarded this road's $7,260,000 issue of equipment trust certificates, series X, on a bid of 100.0056 and interest rate of 1⅞ per cent. (See *Railway Age* of February 5, page 334.)

CHICAGO & NORTH WESTERN.—*Securities.*—The Federal District Court at Chicago has authorized the Chicago & North Western to make application for "when issued" listing of first and second mortgage bonds totaling approximately $160,000,000.

FLORIDA EAST COAST.—*Reorganization Hearing.*—The date for the Interstate Commerce Commission's public hearing on this road's reorganization has been shifted from March 1 to May 3.

ILLINOIS CENTRAL.—*Release of Collateral.*—Division 4 of the Interstate Commerce Commission, at this road's request, has dismissed its application for approval of the release of certain collateral pledged by it with the Reconstruction Finance Corporation, as the loans so secured have been paid in full and all collateral released since the application was made.

PENNSYLVANIA.—*Bonds of United New Jersey.*—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for $5,646,000 of the general mortgage 3 per cent bonds of the United New Jersey Railroad & Canal Co., which are to be delivered to it to replace a like amount of 4 per cent bonds maturing March 1.

WASHINGTON & OLD DOMINION.—*Promissory Notes.*—This road has applied to the Interstate Commerce Commission for authority to issue $60,000 of 4½ per cent promissory notes, payable in installments of $500 monthly, to be sold to the Arlington Trust Co., Arlington, Va., in order to finance the purchase of a 46.4-mile branch of the Southern. (Previous item in *Railway Age* of January 15, page 219.)

INTERNATIONAL RAILWAYS OF CENTRAL AMERICA.—*Annual Report.*—The 1943 annual report for this company shows net income of $1,786,313 for the year as compared with $1,066,632 in 1942. Selected items from the income statement follow:

	1943	1942
Railway Operating Revenues	$7,285,649	$6,200,530
Maintenance of way and structures	$1,045,559	$1,045,559
Maintenance of equipment	805,815	805,815
Transportation	1,501,206	1,272,266
Other operating expenses	691,214	637,054
Net revenue from railway operations	$3,241,855	$2,439,836
Railway tax accruals	580,256	414,948
Net rent income	2,974	1,950
Other income	59,582	42,987
Miscellaneous deductions	133,902	128,737
Fixed Charges	803,940	874,456
Net income	$1,786,313	$1,066,632
Dividends	$ 250,000	$ 375,000
To profit and loss	$1,536,313	$ 691,632

Average Prices, Stocks and Bonds

	Feb. 23	Last week	Last year
Average price of 20 representative railway stocks	40.49	39.67	32.10
Average price of 20 representative railway bonds	86.73	86.34	72.43

Dividends Declared

Bangor & Aroostook.—5% preferred, accum., Dividends No. 23 and 24, both $1.25, payable April 1 to holders of record March 6.

Delaware & Bound Brook.—$2.00, quarterly, payable March 10 to holders of record March 3.

Fort Wayne & Jackson.—5½% preferred, $2.75, semi-annually, payable March 1 to holders of record February 19.

Little Miami.—Special guaranteed, 50¢, quarterly; original capital stock, $1.00; both payable March 10 to holders of record February 25.

North Pennsylvania.—$1.00, quarterly, payable March 10 to holders of record March 3.

Wabash. — Common, $1.00; 4% preferred, $4.50; both payable April 21 to holders of record March 31.

Railway Officers

EXECUTIVES

James P. Johnson, chief of system transportation of the Canadian National, with headquarters at Montreal, Que., has been promoted to vice-president and general manager of the Atlantic region, with headquarters at Moncton, N. B., succeeding **J. F. Pringle,** who has been transferred to the Central region, with headquarters at Toronto, Ont., relieving **Major F. L. C. Bond,** who has retired after 45 years service. Major Bond was born at Montreal on February 21, 1877, and was graduated from McGill University, Montreal, in 1898. He entered the service of the Grand Trunk Western in 1898 as assistant to the resident engineer, Eastern division. In 1901 he was appointed engineer in charge of double track construction. From January to March, 1902, he was night

James P. Johnson

superintendent on construction of the Park Avenue tunnel of the New York subway system, returning to the Grand Trunk in April of that year. He was then appointed resident engineer, Eastern division, in which position he remained until 1913, when he became division engineer on the Eastern lines. After service in World War I, Major Bond returned to the Grand Trunk as chief engineer, and following amalgamation of the lines comprising the Canadian National, he was appointed regional chief engineer, Central region, with headquarters at Toronto. He held this position until April, 1924, when he was appointed general superintendent of the Montreal district. In 1936 he was promoted to general manager of the Central region, and in 1939 he was elected vice-president in addition to his duties as general manager of the Central region. Major Bond has long been active in the A. R. E. A. and in 1941 he served as president of that organization.

Mr. Johnson, who was born at Castlebar, Que., entered railroad service as a telegrapher with the Grand Trunk in November, 1905. In 1908, after serving at various

points, he became a dispatcher at Island Pond, Vt., remaining there until May, 1915, when he was appointed chief train dispatcher and trainmaster of the National Transcontinental (now part of the Cana-

Major F. L. C. Bond

dian National) at Grant, Ont. In 1919, Mr. Johnson was named inspector of transportation at Winnipeg, Man., later serving as superintendent at Melfort, Sask.; Prince Albert, Sask.; Saskatoon, Sask.; Dauphin, Man.; and Calgary, Alta. In December, 1936, he was appointed general superintendent, Northern Ontario district at North Bay, Ont., and in September, 1941, was transferred to Toronto, Ont., to serve the Southern Ontario district in the same post. Named chief of transportation at Montreal in January, 1942, Mr. Johnson continued in that position until his recent appointment as vice-president and general manager, Atlantic region, at Moncton.

FINANCIAL, LEGAL AND ACCOUNTING

J. A. Dundas, assistant to the vice-president of finance of the Canadian Pacific with

J. A. Dundas

headquarters at Montreal, Que., whose appointment as treasurer was announced in the *Railway Age* of February 19, has been in the finance department of the Canadian Pacific for 37 years. Mr. Dundas entered the service of that road in 1907 as a clerk in the office of the vice-president of finance. He was appointed secretary to the vice-president of finance in 1910, and in 1917 became chief clerk. Appointed to the post of assistant to the vice-president of finance in 1932, he continued in this position until his recent promotion to treasurer with headquarters at Montreal.

George L. Buland has been appointed eastern general counsel and **Charles L. Minor** has been named general attorney, both of the Southern Pacific Lines with headquarters at New York.

William J. Heckmann, whose promotion to general claims attorney of the Illinois Central, with headquarters at Chicago, was reported in the *Railway Age* of February 5, was born at Dubuque, Iowa, on November 21, 1891, and graduated from George Washington University in 1920. He entered railway service on April 20, 1909, as a track apprentice of the Illinois Central at Dubuque, and from 1910 to 1916 he served in various clerical capacities in the division superintendent's office, with the same headquarters. In the latter year he resigned to

William J. Heckmann

attend college and returned to the I. C. in 1920 as claim agent, with headquarters at Paducah, Ky., being transferred to Ft. Dodge, Iowa, one year later. In April, 1936, Mr. Heckmann was promoted to chief clerk of the general claims department, with headquarters at Chicago, and in January, 1943, he was advanced to assistant general claims attorney, with the same headquarters, the position he held at the time of his new appointment.

Kenneth A. Carney, whose promotion to general claim agent of the Illinois Central, with headquarters at Chicago, was reported in the *Railway Age* of February 12, was born at Chicago on October 21, 1898, and entered railway service with the I. C. in 1913 as a clerk of the freight office at Chicago. During World War I he served with the U. S. Merchant Marine, returning to the Illinois Central in 1920 as traveling agent of the perishable freight service at Chicago. In 1923 Mr. Carney was appointed traveling car agent, with the same headquarters and two years later he was advanced to chief clerk of the manager of the perishable freight service. On July 15, 1926, he was promoted to claim agent, with headquarters at Carbondale, Ill., and on March 15, 1929, he was transferred to Chicago. On January 1, 1943, Mr. Carney was advanced to district claim agent, with the

Kenneth A. Carney

same headquarters, remaining in that position until his new appointment, effective February 1.

OPERATING

G. L. Robertson, superintendent of telegraph of the Gulf Coast Lines (part of the Missouri Pacific), with headquarters at Houston, Tex., has retired.

F. C. Paulsen, general manager of the Eastern district of the Union Pacific, with headquarters at Omaha, Neb., has been transferred to the South-Central district, with headquarters at Salt Lake City, Utah, succeeding **R. E. Titus,** who has been granted a leave of absence.

J. L. Cooke has been appointed superintendent, North Carolina division, of the Seaboard Air Line, with headquarters at Hamlet, N. C. He succeeds **J. H. Bowen,** who has been transferred to Savannah, Ga., as superintendent of the South Carolina

John White

division replacing **John White,** newly appointed assistant to general manager at Norfolk, Va. Mr. White, who was born at Abbeville, S. C., on April 10, 1890, entered railroad service in December, 1905, as a

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Locomotive Characteristics

Weight on Drivers	540,000 Lb.
Weight of Engine	762,000 Lb.
Cylinders (Four)	23¾ x 32 Ins.
Diameter of Drivers	68 Ins.
Boiler Pressure	300 Lb.
Tractive Power	135,375 Lb.
Tender Capacity—Fuel	28 Tons
Tender Capacity—Water	24,000 Gals.

Locomotive Characteristics

Weight on Drivers	404,000 Lb.
Weight of Engine	627,000 Lb.
Cylinders (Four)	21 x 32 Ins.
Diameter of Drivers	69 Ins.
Boiler Pressure	280 Lb.
Tractive Power	97,350 Lb.
Tender Capacity—Fuel	28 Tons
Tender Capacity—Water	25,000 Gals.

Locomotive Characteristics

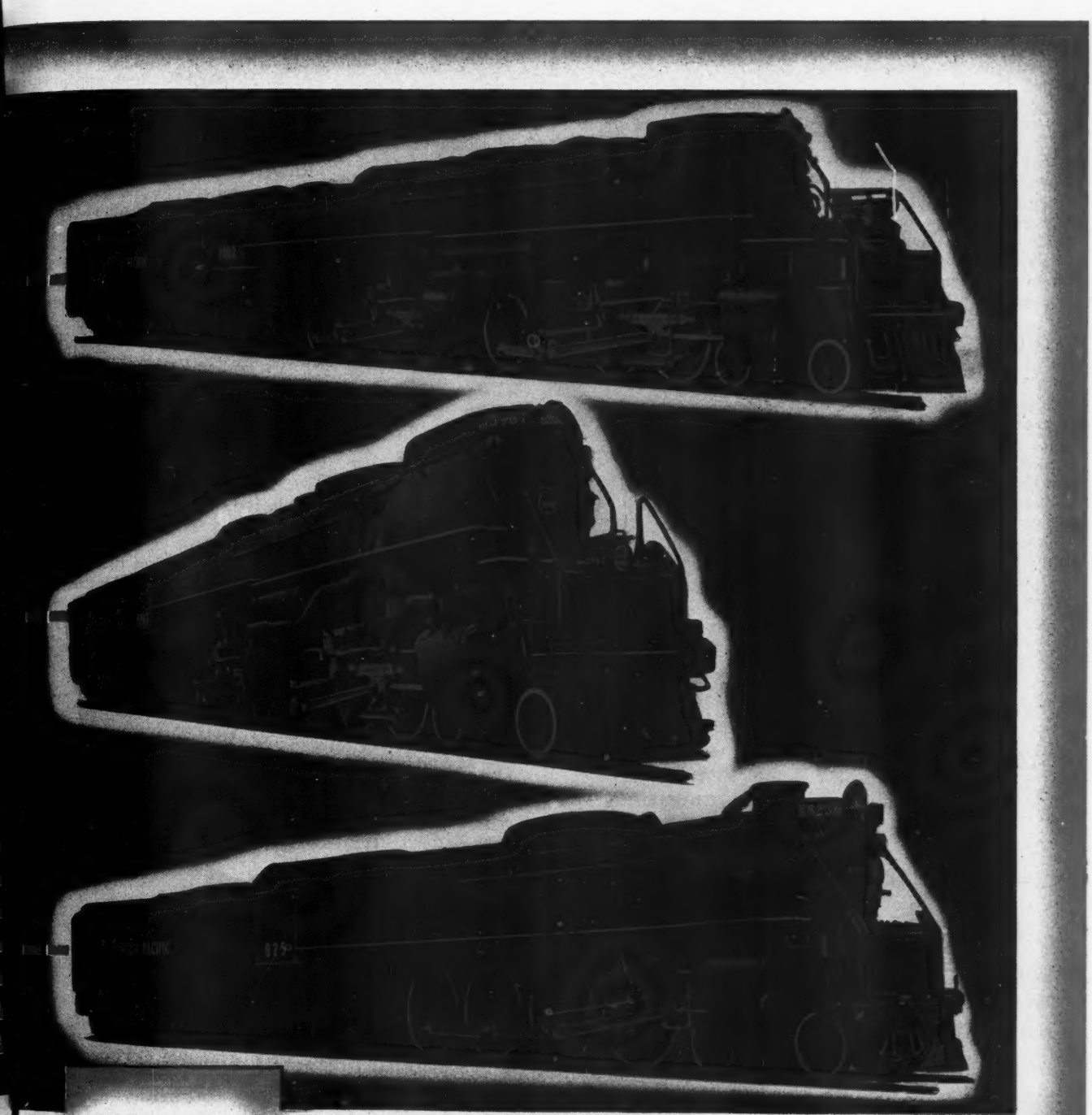
Weight on Drivers	270,000 Lb.
Weight of Engine	483,000 Lb.
Cylinders	25 x 32 Ins.
Diameter of Drivers	80 Ins.
Boiler Pressure	300 Lb.
Tractive Power	63,800 Lb.
Tender Capacity—Fuel	25 Tons
Tender Capacity—Water	23,500 Gals.

175

BUY WAR BONDS

Alco

AMERICAN LOCOMOTIVE



UNION PACIFIC
THE OVERLAND ROUTE

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Upon the completion of the present orders, Alco will have delivered 175 modern, high-speed, high-powered steam locomotives to this road since 1936.

Manufacturers of Mobile Power **Steam, Diesel and Electric Locomotives, Marine Diesels, Tanks, Gun Carriages and other Ordnance**

trainman, Columbia division, of the Southern at Abbeville. In September, 1908, he joined the Seaboard Air Line as trainman of the Georgia division, being appointed conductor of that division in December, 1913. In September, 1925, he became trainmaster of the division at Atlanta, Ga., and Abbeville, and was appointed superintendent of the North Carolina division in May, 1938. One year later he was transferred to the South Carolina division in the same capacity, and served in that position until his recent appointment as assistant to general manager, with headquarters at Norfolk.

J. W. Wardlaw, general superintendent of transportation of the Canadian National, with headquarters at Toronto, Ont., has been advanced to chief of system transportation, with headquarters at Montreal, Que., succeeding **J. P. Johnson,** whose promotion to vice-president and general manager of the Atlantic region is reported elsewhere in these columns. **W. C. Owens,** assistant general manager of the Western region, with headquarters at Winnipeg, Man., has been promoted to general manager, succeeding to part of the duties of **W. R. Devenish,** who remains as vice-president of the Western region, with headquarters as before in Winnipeg. Mr. Owens was born at Manitou, Man., on October 29, 1884, and entered transportation service on May 1, 1904, serving as clerk, brakeman, conductor, trainmaster and assistant superintendent on the Canadian Northern at various points in Western Canada. In 1927 he was appointed superintendent of the Winnipeg Terminal division of the Canadian National and in 1930 became superintendent of freight train service, on the staff of the chief of transportation, at Montreal. In the following year he was appointed general superintendent of the Saskatchewan district, with headquarters at Saskatoon, Sask., and was transferred to the Alberta district with headquarters at Edmonton, Alta., in January, 1936. In October, 1940, he was advanced to general superintendent of transportation at Winnipeg, and in June, 1942, he was promoted to the position he held at the time of his new appointment.

J. W. Wardlaw

Mr. Wardlaw, who was born at Galt, Ont., in 1882, entered railroad service in 1902 with the Grand Trunk (now Canadian National), serving until 1905 as clerk and stenographer. After filling various positions in the offices of the general manager, vice-president and president of the Central Vermont, Mr. Wardlaw was named assistant to president and purchasing agent of the Central of Vermont in 1915. Three years later, he became general manager of the Central Vermont, continuing in that capacity until 1929 when he joined the Canadian National as superintendent of passenger train service. He was appointed superintendent of freight train service in 1932, and in 1936 became general superintendent of transportation of the Canadian National's central region at Toronto. He served in this position until his present promotion to chief of system transportation at Montreal.

W. C. Owens

W. F. Koehn has been appointed acting assistant superintendent of the Laurentian division, Canadian Pacific, succeeding **A. R. McLeod,** who has been granted a leave of absence because of ill-health.

C. A. Wall has been appointed assistant superintendent of the dining car and hotel department of the Denver & Rio Grande Western, with headquarters at Denver, Colo., succeeding **C. G. Douglass,** whose promotion to superintendent of the dining car and hotel department was reported in the *Railway Age* of January 5.

W. W. Pulham has been appointed superintendent of telegraph of the Denver & Rio Grande Western, with headquarters at Denver, Col., succeeding **A. S. Hunt,** whose resignation was announced in the *Railway Age* of January 15.

A. P. Martindale, terminal trainmaster of the Baltimore & Ohio at Brighton, Ohio, has been promoted to assistant superintendent of the Ohio division, with headquarters at Cincinnati, Ohio, succeeding **R. B. Emch,** who has been transferred to the St. Louis division, with headquarters at Washington, Ind. **C. S. Darling,** assistant night terminal trainmaster at Brighton, has been advanced to terminal trainmaster, with the same headquarters, replacing Mr. Martindale.

TRAFFIC

A. R. Howard has been appointed general agricultural agent of the Atlantic Coast Line with headquarters at Wilmington, N. C.

Ridgely D. Miller has been named assistant general freight and passenger agent of the Southern, with headquarters at Anniston, Ala.

W. P. Tuller, general freight agent of the Minneapolis, St. Paul & Sault Ste. Marie (Soo Line), with headquarters at Minneapolis, Minn., has been promoted to assistant freight traffic manager, with the same headquarters.

Arthur G. Vogel, whose appointment as manager of the coal traffic department of the Chicago, Rock Island & Pacific, with headquarters at Chicago, was reported in the *Railway Age* of February 19, was born at Rock Island, Ill., on March 3, 1892, and entered railway service in 1909 as a stenographer and clerk of the Rock Island at Silvis, Ill. In December of the same year he went with the Chicago, Burlington & Quincy as a clerk and stenographer at Rock Island, later serving as rate clerk with the same headquarters. In March, 1923, he was promoted to traveling freight agent, with headquarters at Rock Island, and in August, 1925, he was advanced to general agent at Herrin, Ill. In June, 1936, Mr. Vogel was appointed general agent of the fuel department, with headquarters at Chicago, holding that position until February 15, when he resigned to accept the new appointment with the Rock Island.

Arthur G. Vogel

J. H. Norwood, general freight agent of the New York Central at Cincinnati, Ohio, has been appointed assistant freight traffic manager, and is succeeded in his former position by **W. F. Bryson,** formerly assistant general freight agent at Cincinnati. Mr. Bryson is replaced by **E. R. Pister** as assistant general freight agent with headquarters at that location.

J. V. Lanigan, whose retirement as passenger traffic manager of the Illinois Central, with headquarters at Chicago, was reported in the *Railway Age* of February 1[illegible] was born at St. Louis, Mo., on September 29, 1877, and entered railway service [illegible]

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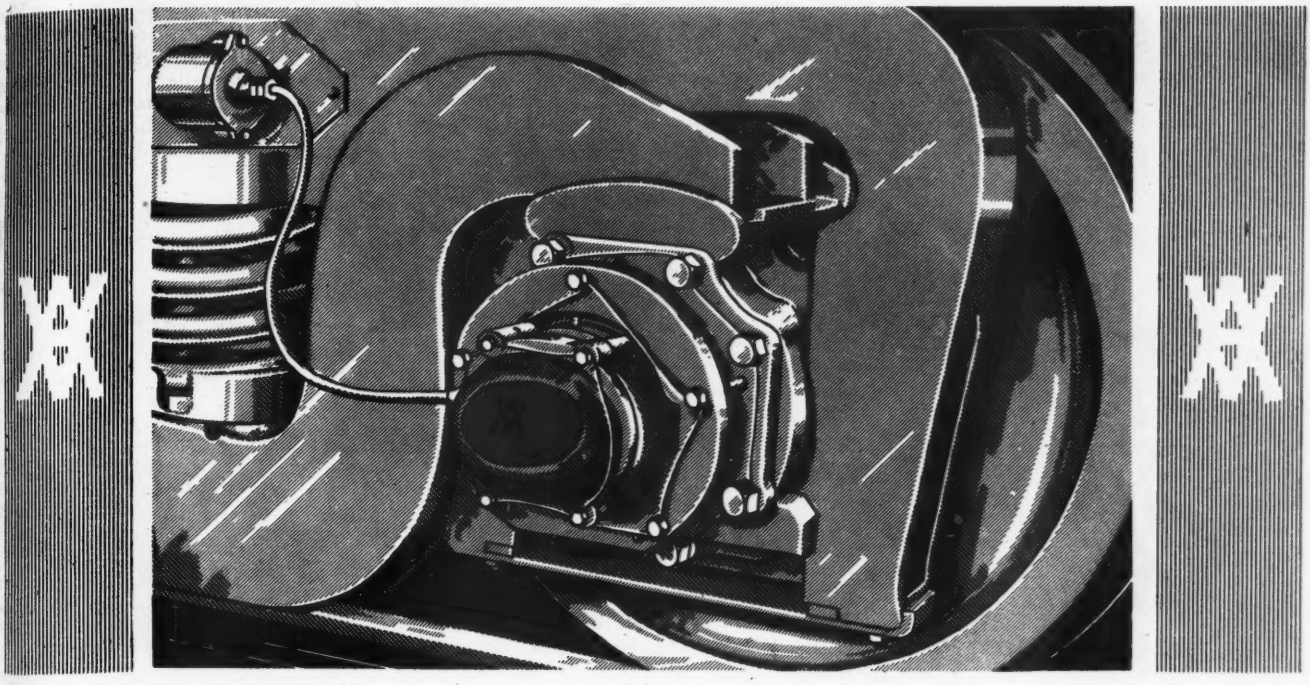

"DECELOSTAT"

Wheel Protection for High Speed Trains

TREMENDOUS braking forces are required in stopping passenger trains from high speeds. Maximum braking ratios up to 250% are not uncommon—which means that a braking force two and one-half times the weight carried on the axle is applied directly at the wheel when stops are made from the maximum operating speed.

Such high forces, whether applied by shoes or off-tread means, intensifies the old problem of "slid flat" wheels caused by brake application on slippery rail—a hazard whose existence or frequency heretofore escaped all means of detection.

Now, protection against such conditions is provided by the DECELOSTAT—which operates on one end of each axle.

By measuring rate of change in wheel rotation it detects impending wheel slip and immediately releases the braking pressure from the affected wheels before they slide.

After the wheels regain train speed the braking pressure is restored in uniformity with the rest of the train. If necessary, the release and application cycle is repeated until the hazard has passed.

The DECELOSTAT is insurance that pays off in lower wheel costs.
It reduces schedule delays, extends wheel turning intervals, keeps cars in service.
Operating data, compiled on a comparable, seasonal basis, discloses comprehensive savings.

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WILMERDING, PENNSYLVANIA

1903 as a clerk of the passenger department of the Chicago, Burlington & Quincy at St. Louis. In 1904 he became a rate clerk of the passenger department of the Missouri, Kansas & Texas (now the M-K-T), with the same headquarters. Two years later he entered the service of the Illinois Central as

J. V. Lanigan

a rate clerk of the passenger department, with headquarters at Chicago, and in January, 1908, he was promoted to chief rate clerk of the same department. On April 15, 1911, Mr. Lanigan was advanced to assistant general passenger agent at Chicago, and in December, 1921, he was promoted to general passenger agent, with the same headquarters. In June, 1927, he was advanced to the position he held at the time of his retirement. Mr. Lanigan is president of the American Association of Passenger Traffic Officers.

Howard L. Gordon, chief clerk of the freight division agent of the Pennsylvania at Cincinnati, Ohio, has been promoted to district freight agent, with headquarters at Nashville, Tenn., succeeding **Elmer R. Norris,** who has been granted leave of absence to enter military service.

ENGINEERING & SIGNALING

W. P. Nichols, supervisor of track on the Chesapeake & Ohio, with headquarters at Riverton, Ky., has been appointed to the newly-created position of general track inspector, with headquarters at Richmond, Va., effective February 7.

R. W. Ross, division engineer of the Canadian National, Western region, with headquarters at Edmonton, Alta., has been promoted to district engineer, Western region, with headquarters at Winnipeg, Man., succeeding **J. E. Davison,** who has retired.

James C. Patterson, whose retirement as chief engineer maintenance of way of the Erie, with headquarters at Cleveland, Ohio, was reported in the *Railway Age* of February 12, was born at Carmichaels, Pa., on January 21, 1882, and graduated from Pennsylvania State College in 1905, entering railway service in June of the latter year as a rodman in the maintenance of way department of the Pennsylvania. In August, 1906, he became a draftsman on the New York Central & Hudson River (now part of the New York Central), and in April, 1907, entered the service of the Cleveland Cincinnati, Chicago & St. Louis (Big Four), where he was engaged on location surveys. In October of the same year, he became a field engineer for John C. O'Bryan, consulting engineer, remaining in that position until April, 1909, when he re-entered railway service as an assistant engineer of the Chicago Great Western. In July, 1913, Mr. Patterson was appointed chief draftsman on the Erie, and was promoted to assistant valuation engineer on May, 1916. He was made office engineer in February, 1917, and was promoted to principal assistant engineer in June, 1918. In March, 1920, he was promoted to regional engineer of the New York region, and in February, 1927, was further promoted to superintendent maintenance of way. In 1928 he was advanced to the position he held at the time of his retirement.

E. E. Mayo, assistant chief engineer of the Southern Pacific, Pacific Lines, with headquarters at San Francisco, Calif., has been promoted to chief engineer, Pacific Lines, with the same headquarters, succeeding **Walter H. Kirkbride,** who has retired after 42 years of service. **C. J. Astrue,** assistant to the chief engineer, has

E. E. Mayo

been advanced to assistant chief engineer, with headquarters as before at San Francisco, relieving Mr. Mayo, and **R. C. Nissen** has been appointed assistant to the chief engineer, replacing Mr. Astrue.

Mr. Mayo was born at Springfield, Mo., on September 13, 1885, and received his higher education at the University of Oregon. He entered railway service in February, 1907, as levelman on location for the Pacific Railroad & Navigation Company (now part of the Southern Pacific), later serving as transitman and resident engineer on construction. When this company was taken over by the Southern Pacific in 1912, Mr. Mayo was appointed an assistant engineer on the latter road, being promoted to roadmaster on the Portland division in July, 1913. Seven years later Mr. Mayo was further advanced to assistant division engineer of the Salt Lake division, and in October, 1920, he was promoted to division engineer of the Portland division, being transferred to the Sacramento division in May, 1922. From November, 1923, to May, 1926, he served as assistant engineer in charge of second track construction in the Sierra Nevada mountains and from May to July of the latter year he was on special duty assisting engineering forces in the construction of new lines of the Southern Pacific of Mexico. Following the completion of this assignment he was appointed assistant engineer at San Francisco and, in

C. J. Astrue

October, 1934, he was promoted to the position he held at the time of his new appointment, effective January 31.

Mr. Astrue was born at Niles, Cal., on June 12, 1888, and received his higher education at St. Mary's College, Oakland, Cal. He entered railway service in May, 1906, as a rodman of the Southern Pacific at Oakland, later serving as levelman, transitman and draftsman on the Western division, with the same headquarters. In January, 1909, he was advanced to office engineer and assistant engineer of the Western division. In 1912 he was transferred to the Portland, Eugene & Eastern (then part of the Southern Pacific but since abandoned), and two years later he was appointed lease agent of the Southern Pacific, with headquarters at San Francisco. During World War I Mr. Astrue served in the U. S.

Walter H. Kirkbride

Navy, returning to the Southern Pacific in March, 1919, as an assistant engineer, with headquarters at San Francisco. In June, 1925, he was appointed chief draftsman, maintenance of way department, and in 1929 he was advanced to office engineer. I

News Department continued on next left-hand page

HELP TO CONSERVE *Defense Materials*

THE long service built into HUNT-SPILLER *Air Furnace* GUN IRON assures longer mileage, fewer replacements and reduction of maintenance costs.

The superior wear-resisting qualities are helping the railroads to conserve vital war materials.

Other economies include lower stores costs, lower machining costs, lower fuel consumption, fewer failures and higher locomotive availability.

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HUNT-SPILLER *Air Furnace* GUN IRON

November, 1937, Mr. Astrue was promoted to the position he held at the time of his new appointment, effective January 31.

Mr. Kirkbride was born at Pueblo, Colo., on January 22, 1874, and graduated in civil engineering from Stanford University in 1895. After serving as a United States deputy mineral surveyor, he entered railway service in 1898 as assistant engineer on location and construction of the Sierra Railway of California. In 1902 he went with the Southern Pacific as an assistant engineer, being advanced to assistant resident engineer in 1906, and to division engineer in 1909. In 1917, Mr. Kirkbride was transferred to the operating department as assistant superintendent of the Sacramento division. A year later, during federal control of the railroads, he was appointed chief engineer of the Southern Pacific, Pacific lines, and in 1920, he was appointed engineer maintenance of way and structures, holding that position until April, 1932, when he was promoted to the position he held at the time of his retirement, effective January 31. Among projects with which he has been associated were the new Redding-Delta line around Shasta Dam, the Martinez-Benicia double-track bridge, longest west of the Mississippi; Los Angeles Union Passenger Terminal; extensive San Jose line change. San Poaquin Valley line reconstruction and relocation in Soledad Canyon after the 1938 floods, and construction of the 400-ft. span crossing the Colorado River at Yuma, Ariz.

MECHANICAL

Lester H. Kueck, chief mechanical engineer of the Missouri Pacific, with headquarters at St. Louis, Mo., has been promoted to assistant chief mechanical officer of the Missouri Pacific Lines, with the same headquarters, a newly-created position. Mr. Kueck was born on July 20, 1895, at Sedalia, Mo., and entered the service of the Missouri Pacific on April 1, 1917, as a general draftsman. From September 21, 1920, to February 15, 1924, Mr. Kueck served as a general draftsman on the Texas & Pacific at Marshall, Tex. At the end of this period he returned to the Missouri Pacific as a general draftsman at St. Louis, holding this position until February 2, 1926, when he was advanced to chief draftsman. On September 1, 1935, Mr. Kueck was promoted to assistant chief mechanical engineer, and in September, 1937, he was advanced to the position he held at the time of his new appointment.

Lester H. Kueck

James Frazer Smith, whose retirement as superintendent of motive power and car equipment, Northern Ontario district, of the Canadian National, was announced in the *Railway Age* of February 12, was born at Montreal, Que. He entered railroading in the motive power department of the Grand Trunk (now Canadian National) in July, 1893. He subsequently became fitter and machinist, and in February, 1918, went to Ottawa, Ont., as erecting shop foreman. Mr. Smith served in this capacity until November, 1919, when he was transferred to Toronto, Ont., as general foreman of the Toronto shop. In April, 1930, he was appointed superintendent of motive power and car equipment, and continued in that position until his retirement.

SPECIAL

I. C. Clark, supervisor of wages and working conditions of the Chesapeake & Ohio, has been appointed to the newly created position of chief of personnel, with headquarters at Richmond, Va.

J. J. Haden, district manager of the Car Service division of the Association of American Railroads, with headquarters at St. Louis, Mo., has been transferred to Chicago, succeeding **William D. Beck,** whose retirement, effective March 1, was reported in the *Railway Age* of February 12. **G. D. Davis,** district manager of the Car Service division, with headquarters at Washington, D. C., has been transferred to Omaha, Neb., replacing **H. H. Albers,** who relieves Mr. Haden at St. Louis.

OBITUARY

Dumont Love, general mechanical inspector of the Florida East Coast, died on January 2. He was 71 years old.

L. J. Hopper, general accountant of the Clinchfield, died on February 6 at his home at Johnson City, Tenn.

Maurice H. Brown, who retired in 1933 as superintendent of telegraph of the Oregon Short Line (part of the Union Pacific), with headquarters at Salt Lake City, Utah, died at Los Angeles, Calif., on February 11.

William Tanzer, assistant general passenger agent of the Chicago, Burlington & Quincy, and passenger traffic manager of the Burlington Transportation Company (a subsidiary of the Burlington), with headquarters at Chicago, died at his home in that city on February 23.

Alfred P. Thom, Jr., former assistant general solicitor of the Association of American Railroads, died in Washington, D. C., on February 22. Mr. Thom, who retired from the A. A. R. on September 1, 1943, because of ill health, was in his sixty-first year. He was the son of the late Alfred P. Thom, for many years counsel for the Association of Railway Executives and the American Railway Association, A. A. R. predecessors.

William J. Cannon, assistant passenger traffic manager of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, died in a hospital in that city on February 17, following a lengthy illness. Mr. Cannon was born in Wisconsin on September 18, 1862, and entered railway service in 1882 as a clerk of the passenger department of the Milwaukee, with headquarters at Milwaukee, Wis. In 1890 he was promoted to chief rate clerk, with headquarters at Chicago, and in 1906 he was advanced to assistant general passenger agent, with the same headquarters. In November, 1936, Mr. Cannon was advanced to general passenger agent, and in February, 1938, he was promoted to the position he held at the time of his death.

Charles H. Johnson, general passenger agent of the Norfolk & Western, with headquarters at Cincinnati, Ohio, died at his home in that city on February 17. Mr. Johnson was born at Woodstock, Va., on December 20, 1874, and entered railway service in 1898 as a freight clerk of the Southern at Woodstock. One year later he was appointed a freight clerk of the N. & W., subsequently serving as ticket agent, clerk and chief rate clerk of the general passenger agent's office with headquarters at Roanoke, Va., until 1926 when he was promoted to assistant general passenger agent, with headquarters at Cincinnati. In March, 1941, Mr. Johnson was advanced to general passenger agent, with the same headquarters, the position he held at the time of his death.

William G. Bierd, who retired in 1932 as receiver of the Chicago & Alton (now the Alton), with headquarters at Chicago, died at his home in Fulton, Ill., on February 21. Mr. Bierd was born at Baltimore, Md., on May 24, 1864, and entered railway service in 1881 as a bridge gang laborer of the Chicago & North Western, later serving as overseer of construction of the Chicago, Burlington & Quincy, yardmaster of the Union Pacific at Cheyenne, Wyo., trainmaster of the Norfolk & Western, with headquarters at Roanoke, Va., and trainmaster of the Lehigh Valley at Buffalo, N. Y. In 1902 Mr. Bierd was appointed trainmaster of the Chicago, Rock Island & Pacific, and a short time later he was promoted to division superintendent. In 1904 he was advanced to assistant to the general manager, with headquarters at Chicago, and in 1905 he was appointed general superintendent and general manager of the Panama Railway & Steamship Co., with headquarters at Colon, Panama. In 1907 Mr. Bierd became general superintendent of the New York, New Haven & Hartford, with headquarters at New Haven, Conn., and three years later he was appointed vice-president and general manager of the Iowa Central (now part of the Minneapolis & St. Louis), and of the Minneapolis & St. Louis, with headquarters at Minneapolis, Minn. In 1914 he became president of the Alton, and in 1922 he was appointed receiver of the same road, continuing in that capacity until his retirement in 1932.